Rec'd at D. of S. Oct. 27.

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.W76

WILSON'S
RAILROAD GUIDE

FROM

NEW-YORK TO WASHINGTON;

WITH

PLANS OF NEW-YORK, PHILADELPHIA, AND BALTIMORE;

AND

SECTIONAL MAPS OF THE ROUTES.

NEW-YORK:
H. WILSON, 523 PEARL-STREET.
1849.

PRINTS ONLY.

LEE & BREWSTER.

44

CEDAR-STREET, N. Y.

The largest Assortment of PRINTED CALICOES in the World—*At low Prices.*

Class F106
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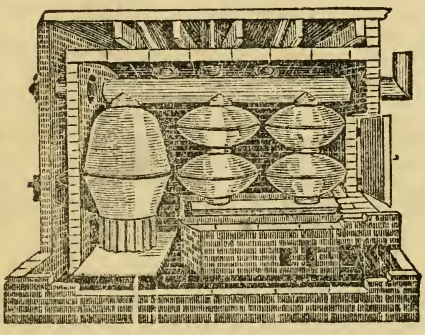
WALKER'S

PATENT



IMPROVED

HOT AIR FURNACE.

A good Furnace possesses several decided advantages over a grate or stove.

1st.—It warms several apartments from the same fire without the annoyance of dust or gas.

2d.—Its heat can be graduated with the utmost nicety by means of the Register in the apartments warmed.

3d.—It ventilates the house by causing a constant supply of pure warm air to enter the apartments from the Furnace Chamber which is supplied with fresh air from without.

The above named Furnace is acknowledged by all who have examined it, to possess these qualities in greater perfection than any other in market. It has moreover a decided superiority to others, in respect to economy of fuel, and durability—but one of its chief advantages consists in having an evaporating pan, which is so ample, and so well arranged, that the vapor arising from it becomes thoroughly combined with the air before it passes from the Air Chamber, and thus secures an atmosphere pure, healthy, and agreeable, which may be kept at the requisite temperature, without injury to the furniture or to the lungs.

This Furnace is put up under the personal supervision of the Patentee, who will be happy to give any additional information to those who may favor him with a call or by letter.

Sold at wholesale, to be sent abroad, with ample directions for setting.

Orders, or letters of inquiry, from any part of the United States or Canada, promptly attended to.

GEORGE WALKER, 296 Broadway.

FRENCH'S HOTEL.

The Subscriber, proprietor of FRENCH'S HOTEL, on the corner of *Frankfort-street and City Hall Square, New-York City*, would respectfully inform his friends and the public, that he will have built, furnished and opened the above Hotel for business, on or about the first of April next, (1849,) and trusts that an experience of twenty years as a Hotel Keeper, has enabled him to produce a House, which, for convenience, elegance, comfort and ***Economy***, cannot be surpassed in this, or any other country. It will contain more rooms than any other Hotel on this Continent, save one only. It will be finished in the most approved style of modern art; all the bed-rooms will be fitted up with marble top wash-stands, which will be supplied with Croton water through silver-plated cocks; and all the furniture, beds and bedding will be made expressly for this House, and will be of the first style and best quality. All the *Rooms will be Warmed Gratis* by Hot Air Furnaces, or the occupants can shut out the heat if they wish to. This Hotel will be well ventilated, as it will be upon high ground and front the Park, one of the most beautiful promenades in the Union. There will be but *one bed in a room*, with the exception of about thirty sleeping apartments, in each of which there will be two beds, for the accommodation of those who may prefer such an arrangement. There will be water closets on every floor, which, together with the Halls, will be lit with gas during the night.

This Hotel being opposite the terminus of the Harlem Rail Road, and near that of the Boston and New-Haven Rail Roads, and in the immediate vicinity of mercantile business and the principal places of amusement, offers every inducement to those who consult comfort, convenience and ***Economy***, as the Proprietor has not only endeavored to produce a Hotel which will be unsurpassed for convenience and elegance, but also for ***Economy***, as the scale of prices will be sufficiently moderate to suit any portion of the travelling public.

In the House there will be a Barber's Shop and an extensive range of *Bath Rooms* connected therewith. The Hotel will be conducted on the *European Plan* of lodging-rooms, and meals as they may be ordered in the spacious and splendid *Refectory*. Porters will be up to admit lodgers at all hours of the night, and also to call them at any time they may desire, and *in no case* will servants be *permitted to exact or receive perquisites*, as the Proprietor will himself pay them for all their services.

The Proprietor is sanguine in the belief that he can furnish a more comfortable, and at the same time more ***Economical*** accommodation to the permanent lodger or transient traveller than can be found in any other Public House in this country.

R. FRENCH.

TO BUSINESS MEN AND TRAVELLERS.

THE

NEW-YORK PATH-FINDER;

A Semi-Weekly Railroad and Steamboat Journal,

PUBLISHED EVERY MONDAY AND THURSDAY

At 123 Fulton Street, by A. FRANKLIN BARTLETT,

Contains information and directories concerning

RAILROADS, STEAMERS, EXPRESSES,

STAGES, OMNIBUSES, PACKETS, HOTELS, BANKS, MAILS, INSURANCE OFFICES, ADVERTISEMENTS, NEWS OF THE DAY;

WITH MAPS OF

NEW-YORK CITY AND HUDSON RIVER.

Being corrected twice a week, every one can fully rely on the PATH-FINDER as the most complete *Traveller's Directory and Business Man's Guide* that can be issued from the press.

TERMS OF SUBSCRIPTION.

$1 50 per year in advance, or $2 at the end of the year. Single copies 2 cents.

TERMS OF ADVERTISING.

1 sq. (18 lines agate),	4 weeks	$4 00		1 sq. (18 lines agate),	1 year	$40 00
½ "	9 "	"	4 "	2 00	½ "	9 "	"	1 "	20 00
¼ "	4 "	"	4 "	1 50	¼ "	4 "	"	1 "	12 00

Monthly payments in advance. | Quarterly payments in advance.

DAILY CIRCULATION.

Advertisers will remember that we circulate for their benefit, *one thousand copies daily*, in all the public conveyances leading to the city, by our agents at White Plains, Troy, Albany, Piermont, Paterson, New Brunswick, Newark, Perth Amboy, Elizabethport, Jamaica, Fall River, Stonington, Norwich, New Haven, Hartford, and Bridgeport, each copy being read by *two or three persons*,

Making at least 40,000 different Persons,

That read the PATH-FINDER every month, who are coming to this city expressly on purpose to purchase goods and transact business.

A. FRANKLIN BARTLETT, *Publisher and Proprietor*,
OFFICE 123 FULTON-ST., NEW-YORK.

☞ Being connected with a large JOB PRINTING OFFICE, supplied throughout with *New Types, Presses, &c.*, we are prepared to execute all kinds of BOOK, CARD, and JOB PRINTING, in a style of neatness that will compare favorably with any work done in this city.—(*Orders solicited.*)

PURE WATER.

DIAPHRAGM FILTERS,

JENNISON'S PATENT, 1845.

Office removed from 334 to 349 Broadway.

These filters, not larger than a pint measure, can be readily and without expense attached to any hydrant or pipe conveying water, and will yield a steady stream of pure water, equal to one hundred gallons per hour, under the pressure of the Croton, more than enough for the culinary wants of the largest families, even for washing clothes, to which it imparts a pearly whiteness not otherwise obtained. It separates with equal certainty and dispatch all the animal, vegetable, and earthy matter found, despite all possible precautions, in every distributing channel of the Croton, Schuylkill, Mississippi, Cochituate, or Long Pond, and other river water. They are also constructed for filtering fluids for manufacturing purposes, and water for steam engines, &c., &c.

They are ornamental, and will last for years; are not liable to get out of repair, or subject to damage from frost; and will prevent the pipes from bursting. They have the merit of cleansing themselves, by the simple act of changing them end for end once or twice a week, depending, however, on the quantity of water used, and the impurities contained in it; and they are designed for filtering water under any circumstances and degree of pressure.

The necessity of filtering river water, and the efficiency of the Diaphragm Filter, bears the endorsement of the following eminent Physicians and Chemists of the cities of New York and Philadelphia:

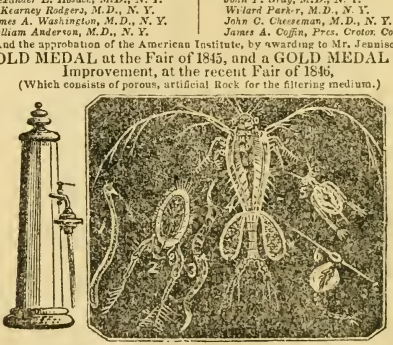
Prof. John Torrey, M.D., N. Y.
Prof. James Renwick.
Valentine Mott, M.D., N. Y.
Prof. James J. Mapes, N. Y.
James R. Chilton, M.D., N. Y.
Alexander E. Horsch, M.D., N. Y.
J. Kearney Rodgers, M.D., N. Y.
James A. Washington, M.D., N. Y.
William Anderson, M.D., N. Y.
John W. Francis, M.D., N. Y.
Prof. John W. Draper, N. Y.
Dr. Dionysius Lardner.
Prof. Robert Hare, Phila.
Paul B. Goddard, M.D., Phila.
John F. Gray, M.D., N. Y.
Willard Parker, M.D., N. Y.
John C. Cheeseman, M.D., N. Y.
James A. Coffin, Pres. Croton. Com.

And the approbation of the American Institute, by awarding to Mr. Jennison

A GOLD MEDAL at the Fair of 1845, and a GOLD MEDAL for an Improvement, at the recent Fair of 1846,

(Which consists of porous, artificial Rock for the filtering medium.)

contained in great abundance in river water, as certified to by Dr. Dionysius Lardner.



Correct Drawings of the Living Animalcules,

They are exhibited in operation, and for sale, at 349 Broadway, New York; 79 Walnut-street, Philadelphia; 3 South-street, Baltimore; 451 Washington-street, Boston; and other cities of the United States.

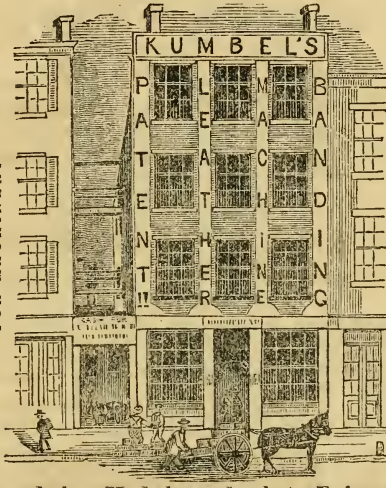
The Officers of the Army and Navy, and Masters and Owners of Vessels, are invited to see the above and other appliances for filtering water; also, Force Pumps, Hose, &c. &c.

From the facilities in their manufacture, and the increasing demand, the proprietor is enabled to afford them at from Three to Five Dollars each.

All communications to be addressed to W. M. GIBSON, 349 Broadway.

P.S. Since the introduction of this Invention, a number of imitations have been presented to the public, which are deemed infringements upon the patents of the Diaphragm Filter. Notice is hereby given, that suits will be commenced against those who manufacture, or offer for sale, any infringement. Purchasers of them are also liable to a suit at law.

KUMBEL'S PATENT LEATHER BANDS, FOR MACHINERY



MANUFACTORY AT 33 FERRY-STREET, NEW YORK.

Awarded a Medal at the late Fair of the American Institute,

FOR THE VERY SUPERIOR PRINCIPLE ON WHICH THEY ARE STRETCHED, AND FOR BEING THE BEST STRETCHED, AND THE ONLY PATENT MACHINE-STRETCHED IN THE COUNTRY.

The subscriber would invite the attention of Manufacturers, Machinists, Proprietors of Steamboats, Railroads, Sawmills, and all others using the article of Leather Banding, to his Patented Bands, which have now been before the public a sufficient time to have their utility fairly tested; and he is furnished with numerous Approbatory Testimonials in their behalf.

These Bands are constructed on principles which have not been heretofore developed. They are made from the best of Oak Leather, and cut from the heart or solid part of the Hide or side only; are thoroughly stretched on powerful machinery, and are cemented and riveted together; they are warranted to run straight, and have a perfect bearing on the Pulleys. These qualities combined constitute the essential requisites of good Bands, and compose their intrinsic merit over all others. They can be furnished of any length and width, from one to twenty-four inches wide.

The subscriber feels confident in asserting that one of his Bands is equal in durability to six made in the ordinary manner, and that they will afford perfect satisfaction during the whole time of their use.

He is also happy to state that he has the recently Patented Concave Head and Oval Shank Rivets, which present less metal to the Pulleys than any other, thereby effectually correcting the well-known difficulty of Belts slipping.

A constant supply of Lace and Picker Leather, of the most approved qualities; together with a general assortment of SOLE and UPPER LEATHER, WAX CALFSKINS, HARNESS, BRIDLE, SKIRTING, &c. &c.

The subscriber has the pleasure of being the first individual who made Machine Leather Banding by Machinery.

WM. KUMBEL, Patentee,
22 FERRY-STREET, NEW YORK.

LUCIUS HART,

(Late Boardman & Hart,)

MANUFACTURER AND IMPORTER OF

BRITANNIA WARE,

AND DEALER IN METALS,

No. 6 Burling Slip, New-York.

GEORGE H. STOUT,

Seal, Card, & General Engraver,

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OPPOSITE HOWARD HOTEL.

Wedding, Invitation, and Cake Cards, Merchants' Cards, Seals, for Companies, State, Notarial, and Counting-House, Door-Plates of every variety, Coats of Arms, Emblems and Ciphers for private use, designed and executed in the highest elegance. N.B. Every article appertaining to the business will be found at Stout's.

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No. 17 ANN-STREET, between Broadway and Nassau-st., New-York, respectfully calls the attention of Booksellers, Publishers, and the Trade, to his establishment, where will be found every facility for stereotyping all kinds of works with neatness, accuracy, and dispatch. Possessing a perfect knowledge of the business in all its branches, and being well prepared with new and beautiful Modern Cut Type, both Book and Job, he feels confident it will be to the advantage of publishers to give him a call. ☞ Casts taken from Engravings on Wood, Steel, Copper, Brass, Stone, Metal, &c., &c., in a superior manner, and on the most reasonable terms.

N.B. French, German, and Spanish languages particularly attended to.

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GARDINER'S Improved Patent Bedsteads, at 69 Gold-st., first door from Beekman-st., N. Y. This improved Bedstead received the highest premium awarded at the late Fair of the American Institute, in October, 1843, '44, '45, '47, and '48, and the medal of 1846, over every other competitor. The Bedsteads and all other articles of Furniture required for the Chamber, are manufactured of the best materials, and under the immediate supervision of the undersigned.

Mattresses, Pilasters, Feather Beds, Bolsters, and Pillows on hand or made to order to fit the bedsteads, and warranted to be filled with Hair, Feathers, &c., as represented.

WILLIAM C. GARDINER, 69 *Gold-st.*

IN QUART BOTTLES.

For the Removal and Permanent Cure of all Diseases arising from an Impure State of the Blood or Habit of the System.

The proprietors have spent much time in bringing this preparation of SARSAPARILLA to its present state of perfection ; and the experience of fourteen years has furnished them the most ample opportunity to study, in their various forms, the diseases for which it is recommended, and to adapt it exactly to their relief and cure. Patients who wish a REALLY GOOD Medicine are invited to give it a trial, and satisfy themselves of its superiority, and the invaluable property it possesses of arresting and curing disease. The bottle has been enlarged to hold ONE QUART, and in its present improved form may safely claim to be the BEST and CHEAPEST medicine of the age. Its progress to the fame it has attained may be traced by a long line of facts and cures, that stand as landmarks and beacons for the invalid, pointing the way to the haven of health, and what it has already done for the thousands who have used it, it is capable of doing for the millions still suffering and struggling with disease. It purifies, cleanses, and strengthens the fountain springs of life, and infuses new vigor throughout the whole animal frame.

Prepared and sold, wholesale and retail, by

A. B. & D. SANDS, DRUGGISTS AND CHEMISTS,
100 Fulton.st., corner of William, New-York.

Sold also by Druggists generally throughout the United States and Canadas.

Price $1 *per Bottle ; six Bottles for* $5.

MAGNETIC REMEDIES AND MACHINES
Of the late H. H. Sherwood, M. D.

These remarkable medical remedies, consisting of a preparation of MAGNETIZED CHLORIDE OF GOLD compounded with other materials with great care, and of a bituminous plaster mixed with a preparation of iron, have been tested by a practice of twenty-five years' continuance, and may now justly be considered as the only known SPECIFIC for the cure of CONSUMPTION in all stages but the last, and of all TUBERCULOUS or SCROFULOUS COMPLAINTS. These remedies are so packed that they can be sent with safety by mail to any part of the country. They are prepared by us under the direction of the executrix of the estate of the late Dr. Sherwood, to whom by his will his medical recipes are intrusted, and sold as usual, together with his magnetic machines, at his late residence, No. 102 Chambers-street. The magnetic machines of Dr. Sherwood are superior to any sold by others, and are generally adopted by physicians for medical use. They are of three sizes, No. 1 at $14, No. 2 at $12, and No. 3 at $10; are neatly packed in rosewood boxes, and can be forwarded by express to any part of the country. No. 3 is large enough for ordinary use.

H. H. SHERWOOD'S SUCCESSORS,
No. 102 Chambers-street.

A. CIVILL.

☞ "Time is Money." ☜ *Franklin.*

FARMERS, MECHANICS, ETC. ETC.

The "BURRED" DIAMOND-GRIT GRINDSTONE has the reputation of being superior to all others known in this market,—sharp like emery, free like sandstone, and remarkable for its uniformity of texture; in reality, the cheapest extant. The best of references at hand. Wholesale and retail at

190 West-st., corner of Duane, New-York,

at the landing of the N. Y. and Erie Railroad, North River.
Frames of Wood and Iron with Friction Rollers, &c. &c.

A. CIVILL.

J. D. LEE,
SOAP, CANDLE, AND STARCH

MANUFACTURER,

No. 61 Reade-st., New-York,

Has constantly on hand a large assortment of the above articles, which he will sell at the lowest market prices; warranted equal, if not superior to any manufactured in this city; delivered or shipped without charge for boxes or cartage.

N B.—Cash paid for Tallow on delivery.

THE LEVER TRUSS COMPANY

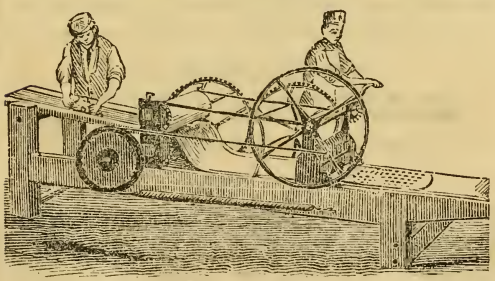
Are now prepared to furnish the Public and the Faculty with their novel Truss and Supporters at wholesale or retail. These new Instruments are adapted to fulfil all the surgical indications in the treatment of every form of reducible Hernia, and also all that variety of maladies in which mechanical support is required, whether to the Spine, Abdomen, Perineum, or Pelvic region, and adapted in price, style, form or size, to meet the wants of every class in either sex. The ordinary articles will cost from two to three dollars. An article made with reference to strength and utility, for the laboring classes, will be furnished at a reduced price; also a finer article with silver wire and other costly appendages for five dollars and upwards. These Trusses and Supporters give a resisting force of from ten to fifteen lbs., without pressure, by a lever principle, giving any amount of pressure required, at the option of the patient, by tightening the belts and buckles.

The articles have received the commendation of two Committees of Surgeons, appointed by high medical authority, and was awarded the premium at the late Fair of the American Institute. Being constructed in parts, the practitioner can at pleasure fit up the same perenial wire to suit any case of Hernia, single or double, Prolapsus, Spinal Weakness, or for bracing the Pelvis. Office, 170 Broadway, room 24, up stairs, cor. Maiden Lane.

JOSEPH CHAMBERLIN, President.

KIRTLAND'S CELEBRATED

Cracker and Biscuit Machine.



MANUFACTURED BY

HENRY M'COLLUM,

No. 40 Eldridge-street, New-York.

General Furnishing Hardware, Cutlery, Edge Tools, &c.

CHARLES S. LITTLE,

SUCCESSOR TO OSBORN & LITTLE,
(*Charles Osborn having deceased, Sept.* 14, 1846,)

IMPORTER AND GENERAL DEALER IN

ENGLISH, GERMAN, AND AMERICAN

HARDWARE, CUTLERY, &C.

No. 33 Fulton Street, New York.

THE OLD STAND, OPPOSITE THE UNITED STATES HOTEL,

(Where the business has been carried on for 80 years past.)

Hardware, Cutlery, Nails, Locks, Latches, Butts, Screws, Anvils, Vices, Saws, Files, Shovels and Spades, Hollow Ware, Corn and Coffee Mills, Bells, Skates, Rivets, Pumps, Curriers' Hones, Crucibles, Black Lead, Pots, &c. &c.

Also, GENUINE HAARLEM OIL.

American Coopers', Carpenters' and Millwrights' Edge Tools, of Albertson's, Conger's, Barton's, (Rochester,) Horton's, Gifford's, and other makers. Also, Coopers' Truss Hoops, and Coachmakers' Tools, Ames's Pump Augers and Rimmers.

Ladies' Trimmings.

FRINGES, GIMPS, CORDS, TASSELS AND BUTTONS, IN EVERY VARIETY OF STYLE.

A. PURDIE,

MANUFACTURER,

No. 46 Beekman Street,

(NEAR WILLIAM STREET,)

Respectfully informs his friends that he has on hand, and is daily bringing forward at the above place, whatever is most new-and fashionable in the line. His goods being all of his own manufacture, he flatters himself that he can supply the TRADE PROMPTLY, and at prices proportioned to quality, LOWER than those Imported.

His premises being large, and his facilities great, consequently his prices will be low; his maxim being

"SMALL PROFITS AND QUICK RETURNS."

☞COME TRY.☜

DANIEL M. KNIGHT,

IMPORTER AND WHOLESALE DEALER IN

ENGLISH, FRENCH, AND GERMAN FANCY GOODS,

23 Cedar-st. (Up Stairs), New-York.

12,000 *bunches Steel Beads*, 200 doz. plain and cut Bag Clasps, 50 doz. Purse Clasps, 250 doz. Bag and Purse Tassels, 150 doz. Bag and Purse Fringes, 100 doz. Purse Rings and Tassels, 150 gross Steel Slides, 150 gross Steel Buttons, Steel Bag Chains, Steel Bag and Purse Rings, Steel Snaps Shawl Pins, &c., 175 doz. shaded and plain Spool Purse Twist; also, Stick Twist, Shell, Horn, and Ivory Combs, Lasting, Bone, Pearl, Agate, and Thread Buttons, Clark's Spool Cotton, Needles, Pins, Hooks and Eyes, Elastics, Whalebone, India and French Fans, with a great variety of Small Wares, all cheap for cash, by

D. M. KNIGHT, 23 *Cedar-st., up stairs.*

THREAD AND NEEDLE STORE,

No. 178 Chestnut-st. Philadelphia.

HENRY C. OLIVER

Has constantly on hand at the lowest prices, Zephyr Worsted, Patterns, Canvas, Pins, Needles, Cottons, Thread, Tapes, Bobbins, Floss Silk, Purse Twist, Chenille, Beads, Steel Purse and Bag Trimmings, Fine Fans, Bags, Fine French Perfumery, and a general assortment of Trimmings and Fancy Goods, Wholesale and Retail, at the

THREAD AND NEEDLE STORE,

No. 178 Chestnut street, opposite to the Masonic Hall, Philadelphia.

LOUDEN & CO's

WONDERFUL FAMILY MEDICINES,

Recommended by all those who have tried them, and proved their efficacy when others had failed.

Besides, they are put up in larger bottles, and in much handsomer style than any others offered for sale.

Country Merchants are requested to call and examine our Preparations. They consist of the Indian Expectorant, Oriental Hair Tonic, Comp. Carminative Balsam, Comp. Tonic Vermifuge, W. Indian Sanative Pills, &c. Our terms are much better, a much larger discount being allowed than by any one else.

Call at LOUDEN & CO'S DRUG AND CHEMICAL STORE,
No. 84 Arch-st. below Third, Philadelphia.

We ask but a TRIAL to prove their superiority over all others bearing a semblance to their name.

CHARLES H. RING,

Wholesale aad Retail

DRUGGIST & APOTHECARY,

192 Broadway (cor. John-street), **New-York.**

PROPRIETOR OF

RING'S VERBENA CREAM FOR SHAVING,
RING'S COMPOUND SYRUP FOR RHEUMATISM,
RING'S CANDY FOR COLDS,
&c., &c.

AGENT FOR

Dr. D. Jayne's (Philadelphia) Preparations, Dr. J. S. Rose's (Phil delphia) Preparations, Dr. H. Swayne's Syrup of Wild Cherry, Dr. A len's Compound for Dyspepsia, Worsdale's Pills, Jeffreys Antidote, Wi tar's Balsam Wild Cherry ; Townsend's, Sand's, Bristol's and Bull Sarsaparilla, Dalley's Pain Extractor, Upham's Pile Electuary.

Also, Shoulder Braces, Trusses, Body Belts, &c.

AMERICAN SAWS.

TO HARDWARE MERCHANTS.

JOSIAH BAKEWELL, 104 Elm-st., N. Y.,

Offers for sale of his own celebrated manufacture—

Warranted extra C. S. Circular Saws,
do. C. S. and extra C. S. Mill Saws,
do. do. do. do. Pit Saws.
do. do. Grafting Saws.
C. S. Key Hole and Fret Saws, with or without Pads.
C. S. and extra C. S. Billet Web.
do. do. do. Cross Cut Saws.
do. Hand, Panel, and Rip Saws.
Veneering Saws.
C. S. Lock or Compass Saws.
Hack Saw Blades for cutting metal.
Butchers' Bow Saws, &c., &c.

All the above enumerated Saws are made from Steel imported fro the most celebrated manufacturers, and will be warranted equal, if n superior, to any made in the country, or imported.

V 36.

WILSON'S

Office
So. Dist. N.Y. April 11. 1840

V 30.

WILSON'S

RAILROAD GUIDE

FROM

NEW-YORK TO WASHINGTON;

WITH

MAPS OF NEW-YORK, PHILADELPHIA, AND BALTIMORE;

AND

SECTIONAL MAPS OF THE ROUTES.

LIBRARY OF CONGRESS
U.S.A.
CITY OF WASHINGTON

NEW-YORK:
H. WILSON, 523 PEARL-STREET.
FEBRUARY 15, 1849.

Deposited in the Clerk's Office
So. Dist. N. Y. April 11. 1849

Map of the
CITY of NEW YORK.
Lat. 40°42·40" N. 2°54 E. Long. from Washington
Pop. 1845. 371,223
HUDSON R.
EAST R.
NEW YORK BAY
WALLABOUT BAY
NAVY YARD
Hoboken Ferry
Jersey City
Catharine Ferry
Peck Slip Ferry
Fulton Ferry
Grand Ferry
Broadway
Bowery
Chatham
Division
Park
Canal
Hudson
Greenwich
Varick
Lafayette Place
Astor Place
Union Place
Madison Square
Fifth Avenue
Sixth Avenue
Seventh Avenue
Eighth Avenue
Ninth Avenue
Tenth Avenue
Eleventh Avenue
Twelfth Avenue
Thirteenth Avenue
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Seventeenth Street
Eighteenth Street
Nineteenth Street
Twentieth Street
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Twenty-ninth Street
Thirtieth Street
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Thirty-second Street
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Thirty-sixth Street
Thirty-seventh Street
Thirty-eighth Street
Thirty-ninth Street
Fortieth Street
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Fifty-ninth Street
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Sixty-third Street
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GOVERNORS I.
Published for the Great Metropolis for the year 1846

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Entered, according to Act of Congress, in the year 1849,
By H. WILSON.
In the Clerk's Office of the District Court of the United States for the Southern District of New-York.

RAILROAD GUIDE

FROM

NEW-YORK TO WASHINGTON.

NEW-YORK TO PHILADELPHIA.

All the canals and railroads of New-Jersey have been constructed by joint stock companies exclusively,—the policy of the state government with regard to internal improvements having been one of great caution, which, while it sanctioned the enterprises of individuals and private companies by legal enactments, forbade any appropriation of its own funds to objects of this description.

Notwithstanding this seeming indifference to these objects, the work of improvement has gone on, and the state is now possessed of some of the most important and productive canals and railroads in the country, the complete success of which vindicates triumphantly the course dictated by prudence and a commendable economy. The transit duties levied by the state upon passengers and merchandise conveyed over the canals and railroads now in operation, furnish a sum annually more sufficient to defray the expenses of the state government, which will no doubt increase so as to enable her to purchase ultimately most of them, which by the terms of their charters she has the privilege of doing at the expiration of a certain time, on reimbursing the stockholders.

Thus it will be perceived, that although individuals in their corporate capacity have advanced the necessary funds for the construction of these works, and though the state has not advanced or even loaned a dollar towards it, still the fee is in her, not in them, they being merely lessees for a term of years, the state having the power, which will doubtless be exercised, to dissolve all corporations whose works yield a net income beyond the current interest of the state when that term expires.

Under these arrangements, the state has abundant reason to be satisfied ; she gains every thing and risks nothing, and has thus furnished to her own citizens and the public a communication as cheap and expeditious as any in the United States, and completed for the country one of the most important links in the chain of communication between the North and South.

The aggregate length of railroads in the State of New-Jersey is 215 miles ; of canals, 170 miles.

ROUTES.

There are two lines of railroad connecting the cities of New-York and Philadelphia—the New-Jersey Railroad, by ferry from the foot of Liberty street, New-York, at 8¾, A. M. and 4¾, P. M., to Jersey City, and extending from Jersey City through Hudson, Essex, and Middlesex counties, crossing the Hackensack and Passaic Rivers, Elizabethtown Creek, and the Rahway and Raritan Rivers to New Brunswick, 34 miles from Jersey City, where it meets the Trenton and New Brunswick Railroad, (or Camden and Amboy Branch,) extending through Middlesex and Mercer counties, along the southeast bank of the Delaware and Raritan Canal, and terminating at Trenton, on the bank of the Delaware River, 26 miles southwest of New Brunswick, and 60 miles from Jersey City; thence by the Philadelphia and Trenton Railroad from Trenton across the Delaware River, and along its west bank, in summer to Taconey, 81 miles southwest Jersey City, 21 miles southwest Trenton, and 8 miles northeast Philadelphia, and by ferry to Philadelphia; in winter when access to the city by river is impracticable, to Philadelphia by Railroad.

By the Camden and Amboy Railroad—by steamer from Pier No. 2, North River, near the Battery, New-York, daily, at 12 M., through Staten Island Sound and Raritan Bay (when navigable) to South Amboy, 28 miles from New-York, thence by Railroad through Middlesex, Burlington, and Gloucester counties, N. J., along the east bank of the Delaware River to Camden, (89 miles from New-York,) opposite Philadelphia, thence by ferry to the foot of Walnut street, Phila.

Construction, General Description, Cost, &c.

The New-Jersey Railroad Company was chartered by the Legislature of New-Jersey, in 1832. The cost of the road and its appendages was $2,000,000. Two tracks have been laid from the depot at Jersey City to Newark, and a single track from thence to New Brunswick.

The rail used is of the T form, weighing about 37 pounds per yard, and is supported at distances of three feet upon cast-iron chairs, weighing about 15 pounds each, resting on cross sleepers of red cedar and chestnut.

There are on the road, two substantial wooden viaducts, over the Passaic and Hackensack rivers, which are worthy of notice; as also the deep cut through Bergen Hill, about two miles from Jersey City, the total length of which is about one mile, and the greatest depth about 50 feet, of which 35 feet are rock, covered by 15 feet of earth. The breadth at bottom is 28 feet, and the viaduct over the Raritan at New Brunswick 1700 feet long, in spans of from 112 to 145 feet each, resting on seven piers faced with granite. The structure is of two stories; the lower story having a double roadway for common carriages, the railway being on the upper one. It has four sliding draws, two in each story. The span of the draws are each 30 feet, and those in the railroad cost between 3 and $4000 each. The Railroad is 34 miles long. General direction from Jersey City to Newark, W.N.W.; from Newark, S.W.

The Trenton and New Brunswick railroad, which connects with, is constructed upon the general plan of, the N.J.R.R. The execution of

this work was commenced on the 6th June, 1838, and completed on the 1st December of the same year. Length, 27 miles. General direction S. W.

The Philadelphia and Trenton railroad crosses the Delaware river by means of a covered bridge, 1100 feet long. Length of the road, 26¼ miles. Course, nearly S.W.

The Camden and Amboy railroad was commenced in 1830, and completed in 1833, at a cost of about $3,000,000. A considerable portion of the road is level, and the inclination on the other parts does not exceed 20 feet to the mile, except at Crosswick's Creek, South River, and Amboy.

The rail is of the H pattern, weighing 41 pounds per yard, supported on stone blocks 18 in. square by 12 in. deep, laid 3 2-10 feet apart upon stone broken to pass through a two inch ring, placed in a continual longitudinal trench, 3 feet wide by 2 feet deep under each rail, to Bordentown. Between Bordentown and Camden, the railway is laid with wooden sleepers instead of stone blocks, resting upon plank 3 in. thick by 12 in. wide. The clay, and other material retentive of water, likely to be retentive of frost, is removed altogether from the bed of this part of the road.

By the terms of the charter, which prohibits the construction of any road within five miles of the one now in use, the Company enjoys a complete monopoly in the conveyance of passengers and merchandise, by means of its Branch between New Brunswick and Trenton, and the Delaware and Raritan canal, all owned by them,—between New York and Philadelphia. The number of passengers is immense, amounting in the travelling season to about 1200 daily.

DESCRIPTION

OF

THE CITY OF NEW YORK.

Location of the City, Population, &c.

NEW YORK CITY, the principal city of the State of New York, and in population, wealth, and commerce, the largest city in the United States, deserves to be denominated the London of America. The City Hall is in 40° 42′ 40″ N. lat., and 74° 1′ 9″ W. long. from Greenwich, and 3° 0′ 16″ E. long. from Washington. It is 86 miles N. E. Philadelphia, 210 m. S. W. Boston, 225 m. N. E. Washington, 670 m. N. E. Charleston, 145 m. S. Albany, 372 m. S. Montreal, 1370 m. N. E. New Orleans.

The first settlement made with a view to permanent occupancy was by the Dutch in 1615; in 1656 the city contained 120 houses; in 1677, 368 houses and 2,000 souls: in 1699, 6,000 inhabitants; in 1730, 8,638; in 1756, 10,880; in 1790, 33,131; in 1800, 60,489; in 1810, 90,373; in 1820, 123,706; in 1830, 202,589; in 1840, 312,710; in 1845, 366,785.

There are not more than five or six cities in Europe more populous than New York, viz., London, Paris, Constantinople, St. Petersburg, Naples, and perhaps Vienna.

The compact part of the city is situated on the south end of New York or Manhattan island, at the confluence of the Hudson or North river, with a strait, called East river, which connects Long Island Sound with the harbor of New York. The chartered limits of the city embrace the whole island, which is of the same extent with the county. The island extends from the Battery, on the S. point of the island, 13.1-3 m. to Kingsbridge, in its N. part; and has an average breadth of 1 m. and three-fifths. The greatest breadth is on the line of 88th street, where its breadth is about 2.1-3 m., and it contains about 14,000 acres. It is bounded on the N. by Harlem river or strait, the western part of which, from Kingsbridge to the Hudson, was named by the Dutch Spuyten Duyvel creek; on the E. by the East River or strait, which separates it from Long Island; on the S. by the harbor; and on the W. by the Hudson river, which separates it from New Jersey. It is connected with the main land on the N. by three bridges, Harlem bridge, Macomb's bridge, and King's bridge.

The Harbor—Its Islands, Forts, &c,

The harbor of New York is spacious and safe, the inner harbor extending 8 miles from the Narrows to the city, and several miles

further up, both the North and East Rivers, but particularly the latter. Besides this, it has an outer harbor, extending from the Narrows to Sandy Hook, consisting of Raritan bay. Sandy Hook, on which is a light-house, is 18 miles from the city; and at this point there are 27 feet of water on the bar at high tide, and 21 feet at low tide. Within Sandy Hook, there is a good anchorage. The harbor is entered not only from the ocean at Sandy Hook and through the Narrows, but on the north-east from Long Island Sound, and on the south-west through the Kills and Staten Island Sound.

Several islands within the inner harbor are attached to the city, which are Governor's, Bedlow's, and Ellis' Islands, on all of which are strong fortifications; and Blackwell's, Great Barn, and Randall's Islands, in the East River. Governor's Island is 3200 feet from the city at the Battery, and includes 70 acres of ground. It contains Fort Columbus, in the form of a star on the south of the island, and Castle William on the north-west point, which is a round tower, 600 feet in circumference and 60 feet high, with three tiers of guns. There is also a battery on the north-west side, commanding the entrance through Buttermilk channel. At the Narrows, on the eastern shore of Long Island, are Fort Hamilton and Fort Lafayette, the latter of which (formerly called Fort Diamond) is built on a reef of rocks, 200 yards from the shore. The Narrows, here about one third of a mile wide, has on Staten Island, on its west side, Fort Tompkins and Fort Richmond, which are strong fortifications. The entrance from the Sound on the East River is defended by Fort Schuyler on Throg's Neck. On Governor's Island are houses for the officers, and barracks which are occupied by a considerable garrison. On the whole, the harbor of New York must be considered as well defended, and in a very different state from what it was during the last war with Great Britain. If even then they did not venture to approach New York, much less would they do it now, in case of war, which it is hoped may not occur. After passing the bar at Sandy Hook, the channel to the city has a depth of water of from 35 to 50 feet. The average tide at the wharves is from 6 to 7 feet. Steamboats are constantly employed in towing vessels to and from the ocean. The safest and best portion of the harbor, and where the vessels chiefly lie, is along the East River, where there is rarely any obstruction from ice. The tide sweeps through this part with a strong and rapid current; and in the winter of 1844, when the harbor of Boston and the west part of Long Island Sound were much obstructed with ice, no inconvenience was felt at New York. The excellence of its harbor, and other great natural advantages, have contributed to make it the second commercial city on the globe.

Improvements—Widening of Streets, &c.

The surface of the island of Manhattan was originally uneven and rough, as is now the case in the northern parts, with occasional low valleys and marshy swamps; but the hills in the southern part of the island have been leveled, and the swamps and marshes filled up. Many creeks and inlets on the margins of the rivers have also disappeared, and the large ledge of rocks which occupied the site of the Battery, has long since been buried be-

neath the made ground which constitutes that beautiful promenade. The water line has been materially altered from what it originally was. A large part of Water, Front, and South streets on the East River, and of Greenwich, Washington, and West streets on the Hudson River in the south part of the city occupy ground which has been made by filling in these rivers. The most elevated ground on the island is 238 feet above tide water. The city which is built, extends over three miles on each river, and the compact part has a circumference of over nine miles. But its limits are continually extending, and will soon greatly surpass these boundaries. The streets were originally laid out according to the make of the ground, and some of them were crooked; and in imitation of European cities, many of them were narrow. But in later times they have been widened and improved at a great expense. It seemed a little barbarous at the time, to cut off 20 feet from valuable houses by the row; but when these improvements were effected, the proprietors themselves found occasion to be well satisfied with the change. By these improvements, many fine streets have been made of those which before were unsightly and inconvenient. As instances of this, among others, John street and West Broadway may be particularly mentioned, as well as many others. Had the forecast of William Penn been concerned in originally laying out the city of New York, millions of dollars might have been saved. But it should be recollected that he had a more smooth and even surface to work upon. He expected that he was laying out a great city for posterity; but the first inhabitants of New York never expected that it would be what it now is, and is likely to become. In later times care has been taken to lay out the streets straight, and of an ample width. This is particularly true of all the northern part of the city, which was laid out under the direction of Governeur Morris, De Witt Clinton, and others, commissioners appointed by the Legislature for this purpose, and surveyed by Mr. John Randall, Jr.,—completed in 1821, after having occupied ten years. No city can exhibit a more beautiful plan than this portion of the city of New York, which extends to 155th street, about ten miles north of the Battery.

The Principal Streets—Description of.

Broadway—Extends from the Battery nearly five miles, to Forty-Second st. where it joins the Bloomingdale road. It is 80 feet wide, perfectly straight, occupies the height of land between the two rivers, and has generally, particularly in its southern part, an excellent drainage. It is well built, with many fine houses, and numerous large retail stores. It is the great promenade of the city, and much resorted to, in pleasant weather, by the gay and fashionable.

Pearl Street—Between Broadway and the East River, is in a crescent form, over a mile long, and is the principal seat of the wholesale dry goods and hardware business, which has also extended into Cedar, Pine, and other adjacent streets.

Water and *Front Streets*—Between Pearl street and the East River, are occupied chiefly by wholesale grocers, commission merchants, and mechanics connected with the shipping business.

South Street—Extends along the margin of the East River, and contains the warehouses and offices of the principal shipping merchants. In front of it there is, at all times, a dense forest of masts.

Wall Street—Extends from Broadway to the East River, and is occupied by banks, and insurance offices, newspaper and brokers' offices: has Trinity Church at its head, the Custom House and Merchants' Exchange, and many fine granite buildings, which has caused it to be sometimes denominated the granite street. It is the centre of the heaviest money transactions in the United States.

The Bowery—Is a wide and extensive street east of Broadway, running north and south, connected with Avenue Third which is macadamized to Harlem, and forms the principal entrance to the city from the north-east.

East Broadway—And parallel to it *Madison, Henry,* and *Monroe Streets,* running a little north of east and south of west, are broad and straight streets, and handsomely built.

Bleecker, Bond, and other streets, in the northern part of the city, are beautifully built, and have become fashionable streets for residences.

Canal Street—Half a mile north of the City Hall, and now much below the centre of the population, is a wide street with a large covered canal under it, is occupied extensively by stores, and the seat of an extensive retail business. It crosses Broadway nearly at right angles, and extends to the Hudson River. In the year 1800, the site of this street was extensively occupied by a large pond, called Fresh Water, or the Collect, which received the drainage of 400 acres of ground. This was the northern limit of Broadway in 1801, and much beyond the thickly settled part of the city.

Greenwich Street—A long wide, and nearly straight street, extends north from the Battery nearly two miles and a-half, parallel to the Hudson River, has many stores and fine buildings.

Hudson Street, east of Greenwich, and parallel to it, is wide and straight, extends from Chambers street to Avenue Ninth, over a mile and three quarters long, and well built in many of its parts.

Chatham Street—Named in honor of the Earl of Chatham, extends from Broadway to Chatham Square, at the commencement of the Bowery. It is a great thoroughfare, and particularly distinguished for its numerous clothing stores.

Grand, Broome, and Houston Streets—Are extensive and important streets, north of the centre of the city.

Croton Water Works.

The cheapest and most convenient mode of visiting the Distributing Reservoir in Fortieth street, or the Receiving Reservoir, in Eighty-Sixth street, is by the cars of the Harlem Rail Road, which leave the depot, at the junction of Chatham and Centre streets, opposite the City Hall, every fifteen minutes during the day.

No stranger should leave the commercial metropolis till he has visited one or both of the reservoirs, of the most splendid and expensive public work of modern times. It was at first estimated that it would cost five or six millions of dollars: and at the city

charter election of 1835, the citizens were required to vote for or against supplying the city in this way. The whole number of votes given was 17,330, of which 5,963 were against it, and 11,367 in favor of it. It was probably a happy circumstance that it was not then known how much it would ultimately cost; as, after having experienced its great advantages, no one now regrets its construction. The aqueduct commences at the Croton River, five miles from the Hudson River, in Westchester county.

The minimum flow of water in the river, where the dam is constructed, is considered to be twenty-seven millions of gallons for every twenty-four hours, which would be a sufficient supply for one million of inhabitants. It is considered that the supply for the present is abundant, even during a season of drought, for one million and a-half of inhabitants. Nearly five times the present population; and streams can be found which can be turned into the upper branches of the Croton, if the time ever arrives when the population of the city will require an increased supply.

The velocity of the water in the aqueduct has been ascertained to be about one mile and a half an hour, where it is two feet deep.

The Dam—Is 250 feet long, 70 feet wide at bottom, and 7 feet at top, and 40 feet high, built of stone and cement. It creates a pond five miles long, covering a surface of 400 acres, and contains 500,000,000 gallons of water.

The Aqueduct proceeds from the dam, sometimes tunnelling through solid rocks, crossing valleys by embankments, and brooks by culverts, until it reaches Harlem River, a distance of thirty-three miles. It is built of stone, brick, and cement, arched over and under, six feet three inches wide at bottom, seven feet eight inches at the top of the side walls, and eight feet five inches high, has a descent of thirteen and a quarter inches per mile, and will discharge sixty millions of gallons in twenty-four hours.

Aqueduct Bridge at Harlem River.

The Aqueduct will cross Harlem river on a magnificent bridge of stone, 1,450 feet long, with 14 piers, eight of them 80 feet span, and seven of 50 feet span, 114 feet above tide-water at the top, and will cost $900,000. This bridge is in progress; and for the present the water is brought across the river in an iron pipe, laid as an inverted syphon.

The Receiving Reservoir—Is at Eighty-Sixth street, 38 miles from the Croton Dam, and covers 35 acres, and contains 150 millions of gallons.

The Distributing Reservoir—At Fortieth street, about three miles from the City Hall, constructed with stone and cement, covers four acres, and is 43 feet high above the street, is 36 feet deep when full of water, and holds 20 millions of gallons. Thence the water is distributed in the city in iron pipes, laid deep under ground, to be secure from frost. A section of the wall on one side of the Reservoir, including the embankment, is 17 feet wide at the top, 35 feet wide at the distance of 16 feet *below the top*, and 76 feet wide at the bottom. An iron railing bounds the outside and inside of the walk around the top.

This Reservoir may be considered the termination of the Croton

Aqueduct, and is distant from the Fountain Reservoir at the Croton, forty and a-half miles.

The whole cost of the work was about $14,000.000. There are laid between the Distributing Reservoir in Fortieth street, and the Battery, 150 miles and 3,665 feet of pipe, from 6 to 36 inches in diameter. the majority of which is from 6 to 12 inches in diameter; and free hydrants are opened in most of the streets, besides the fire hydrants. There are 1,400 fire, and 600 free hydrants.

Introducing of the Water.—The water was introduced into this Reservoir on the 4th July, 1842, and on the 14th of October following, the water was introduced into the city.

But little inconvenience was felt during the cold weather of last winter to the hydrants. No city in the world is now better supplied with pure and wholesome water than the city of New York.

Churches—Description of Several.

Among the churches, some deserve to be particularly noticed, on account of their architecture.

Trinity Church.

Brief History of the Church.—The members of the Protestant Episcopal Church (then known as the Church of England in America), held their first religious services in this city, in a small chapel attached to a fort which stood near the present Battery. The congregation rapidly increasing, Trinity Church was founded to meet the emergency in 1696, during the reign of William and Mary, and service was first performed in it on the 6th of February, 1697. It was then a small square edifice, but was enlarged in 1735, and again in 1737. On the 21st of September, 1776, by the memorable fire, which laid waste so great a portion of the city, this edifice was entirely consumed. It lay in ruins during the remainder of the Revolutionary war, at the expiration of which, it was rebuilt, and consecrated by Bishop Provoost in 1790. In 1839, an examination having been made of the building, it was deemed advisable to pull it down, and erect another in its place. The magnificent edifice, located in Broadway, opposite Wall st., (erected under the superintendence of Mr. Richard Upjohn, architect), and of which a view is given, is the result—a result truly creditable to the age and nation, and one which will prove a lasting monument of the munificent character of the venerable corporation of the parish.

Description of the Church.—The style of architecture is the perpendicular Gothic, the peculiar characteristic of which is, that the mullions of the windows, and the ornamented pannelings run in perpendicular lines. It is the *first* church erected in this country having the *clerestory*, and is built entirely of sand stone, even to the apex of the spire. The aisle walls are 40 feet in height, and are each supported by eight substantial buttresses, between which are pointed windows, 24 feet high, beautifully ornamented by tracery cut in stone. A moulded battlement surmounts these walls, extending their whole length.

The clerestory is supported by massive piers, rising from the interior of the church, and a succession of arches springing from them. It is also surmounted by a battlement, which runs over

the wall of the western end, and is crowned at the apex by a cross. Each buttress has upon it a pinnacle crocketed at the angles and terminating in a finial. In the western wall of the church is a magnificent window, termed the altar window, 60 feet high, and 25 feet wide. Its breadth is distributed into seven bays, and its length into two sections by a transom mullion in the centre, and is, as are all the other windows, glazed with stained glass.

But that which most strikes the eye with admiration, is the magnificence of the tower and spire. Covered as they are with elaborate work, cut in solid stone, and running up to the height of 283 feet, their imposing grandeur is beyond description. The base of the tower is 30 feet square, and 6 feet 9 inches through, and is supported by double buttresses 4 feet wide, projecting 7 feet 6 inches.

The entrance through the tower is 20 feet wide, and 30 feet high, and is surmounted by a bishop's mitre. The whole height of the tower is 127 feet. The spire is in fine proportion, and rises to the top of the cross which crowns it, to the height of 156 feet, thus making the aggregate height 283 feet. It is octagonal, and each angle is decorated by a succession of crockets. The steeple contains a clock, and a chime of bells.

The interior of Trinity is equally as beautiful as the exterior The nave is 137 feet long, 36 feet wide, and 67 feet 6 inches high, and receives its support from a double colonnade, each of 7 English piers. The vaulting over it consists of graceful groining, and is decorated by bosses of clustered foliage.

The pews are of oak and capable of seating with ease 800 persons. There are no galleries in the church.

The vestry at the west end of the church, forms a fine apartment 72 feet in length, with a groined ceiling. In it are placed all the monumental tablets formerly in the other building. Among them is the monument erected to the memory of the late Bishop John H. Hobart, executed by Ball Hughes, at a cost of $3,000.

St. Paul's Episcopal Chapel—Is situated in Broadway, between Fulton and Vesey streets, and the burying ground extends west to Church street, and thus includes the whole block, 400 by 180 feet, surrounded by a handsome iron railing. The body of the church is 90 by 70 feet, with a beautiful spire, 200 feet high, painted and overcast with sand to resemble brown freestone. The church was erected in 1765, and the steeple in 1794. It has a beautiful portico of four Roman Ionic fluted columns of brown stone supporting a pediment with a niche in the centre, containing a statue of St. Paul, painted white.

The Scotch Presbyterian Church—Corner of Grand and Crosby streets, is a stone building, 95 feet long and 67 broad, with a fine Ionic portico of six stone columns, and cost $114,000.

The Brick Church—Corner of Nassau and Beekman streets, built in 1767, has been recently and thoroughly repaired, and has a lofty and well-proportioned steeple.

The First Baptist Church—In Broom street, corner of Elizabeth street, is a fine stone edifice, of Gothic architecture, from 88 to 110 feet long, and from 75 to 87 feet wide, with two octagon towers on the front corners, and a pointed window between them, 22 feet wide and 41 feet high. The interior is more imposing than the exterior.

St. Peter's Roman Catholic Church—In Barclay street, corner of Church, is a large and substantial granite structure, with a very imposing Ionic portico of six granite columns, and a statue of St. Peter in a niche in the pediment.

The French Protestant Episcopal Church—Corner of Franklin and Church streets, is built of white marble, and has a portico with a double row of fine marble columns of the Ionic order.

The Reformed Dutch Church—On Washington Square, is a large and imposing structure of Gothic architecture, and appears well, even by the side of the splendid New York University.

St. Patrick's Roman Catholic Cathedral—Is of stone, 120 feet long and 80 feet wide, but is more distinguished for its magnitude than for its elegance, though it is an imposing structure.

The Middle Dutch Church—In Liberty street, corner of Nassau, has been recently relinquished for public worship, having been rented to the General Government for the use of a *Post Office*. This venerable edifice has stood for one hundred and fifteen years, and eight or nine successive generations (counting those who were aged at the time of its opening), have worshipped within its walls. On Sabbath evening, 11th August, 1844, the closing exercises were held in the church, in the view of resigning it for other uses. In connection with the usual devotional exercises, a sermon was preached by the Rev. Dr. Knox, the senior pastor, from John iv. 20–24, and an address delivered by the Rev. Dr. De Witt, one of the pastors. During the Revolutionary war, in 1776, when the British took possession of the city, several of the churches were occupied and greatly injured by the British soldiery; but the Middle Dutch Church suffered the most Being directly adjacent to the famous sugar-house, the scene of atrocious and multiplied cruelties inflicted upon American citizens, it was at once used by the British soldiery for their quarters, for a hospital, and then for a riding school in which British horsemanship was displayed. The whole of the interior was destroyed and rendered desolate. It was not till 1790 that the church was repaired, and again opened for divine worship.

Hotels.

The Battery Hotel, kept by Mary Pettit and Brother, at No. 2 Greenwich Street, and the Rainbow Coffee House, at No. 27 Beekman Street, by William Dillon, are two well managed establishments.

The Battery and Castle Garden.

The Battery—At the southern end of the city, is situated at the junction of Hudson and East Rivers. It is in the form of a crescent, and contains about 11 acres of ground, beautifully laid out with grass plats and gravelled walks, and shaded with trees. From this spot is a fine view of the bay, with its islands, and the adjacent shores of New Jersey, and Long and Staten Islands, and the scene is generally enlivened by shipping under sail.

Castle Garden—Is built on a mole, and connected with the Battery by a bridge. It was originally erected as a fortification, and having become unnecessary for this purpose, was ceded by the United States to the corporation of the city, in 1823. Within its walls, 10,000 people can be accommodated in a great amphitheatre; and it is frequently used for public meetings and exhibitions.

The Park.

The Park, called in early times the *Commons*, is a triangular area of about 10¾ acres, lying between Broadway, Chatham and Chamber streets, is laid out with walks, and planted with trees, and surrounded by an iron fence, which cost over $15,653. It contains the City Hall, the new City Hall, or old Alms House, and the Rotunda. It has also, towards its southern part, a public fountain, within a basin, about one hundred feet in diameter, which has a variety of jets, which are occasionally changed. When the water is thrown in a single stream, it ascends to the height of

about 70 feet, presenting a majestic and interesting appearance. The fountain has recently been enclosed with an ornamental iron railing.

The Bowling Green.

The Bowling Green, at the southern termination of Broadway, is an elliptical area, 220 feet long and 140 feet broad, enclosed by an iron fence. It existed before the American Revolution, and formerly contained a leaden statue of George III., which was converted into bullets at that period. It contains a public fountain, which is supplied by the Croton waterworks. In the centre of a large basin is placed a rude pile of huge rocks in a somewhat circular form, about 15 feet in diameter, and as many feet high, and from the top issues a jet, and small jets around it, and presents, by the water pouring and tumbling down the sides of the rocks, a wild and picturesque appearance.

Hudson Square or St. John's Park.

Hudson Square, or St. John's Park, between Beach, Laight, Varick and Hudson streets, is private property, belonging to Trinity church, but has been reserved as a permanent public square. It is beautifully laid out with walks, shaded with trees, and surrounded by an iron fence, which cost $26,000 It contains about four acres of ground, and has on its eastern side St. John's Episcopal church, of beautiful proportions, with a lofty spire. It has a public fountain, and is, perhaps, the most ornamental spot in the city.

Washington Square.

Washington Square, a mile and a half north of the City Hall, between Wooster and M'Dougal streets, contains about 9¾ acres of ground. Two-thirds of the area was the Potter's Field until 1827, and the remainder was purchased by the city for about $78.000, and the whole was enclosed by a wooden fence, which cost nearly $3,000. laid out in walks, and planted with trees. On the eastern side it has the fine building of the New York University, and an elegant Dutch church, both handsome specimens of Gothic architecture. On the northern and southern sides it has blocks of fine buildings, and is destined, when the trees shall be fully grown, to be a highly ornamental ground.

Union Place.

Union Place, at the northern termination of Broadway, is in an elliptical form, enclosed with a fine iron fence, having a public fountain in the centre with ornamental jets, and is a delightful breathing-place to the inhabitants. All these public grounds are much frequented in the summer season. Farther up the city are other public squares, as Madison Square, Hamilton Square, and others, not yet regulated. On the east are Tompkins Square and Bellevue, the latter the seat of the new almshouse.

The City Hall, and other Buildings in the Park.

The City Hall, heretofore regarded as much the finest building in the city, and one of the finest in the United States, has a com-

manding situation in the middle of the Park, though somewhat in the rear, and shows to greater advantage than either of the fine buildings to be described. It has more ornament than either the Exchange or the Custom House, but less simple grandeur; though with its furniture, it is, perhaps, the most interesting building in the city. It is 216 feet long, and 105 wide. The front and ends are constructed of white marble, and the rear of brown freestone. It is two stories high above the basement, with a third, or attic story, in the centre building; and there rises from the centre a cupola, containing a clock, of fine workmanship, and on the top, a colossal statue of Justice. In the upper part of this cupola is a room occupied by a watchman, whose business it is to give alarm in case of fire; and, from this elevated position, he is able to overlook the whole city. Behind this is another less elevated cupola, with eight Ionic columns, which contains the City Hall bell, weighing 6,910 pounds, whose deep and solemn tones often sound the knell of property, and by the different number of strokes, indicate the district of the city in which a fire occurs. The front of the City Hall is ornamented with columns and pilasters of the Ionic, Corinthian, and Composite orders, rising above each other in regular gradation. The building is entered in front by a flight of twelve marble steps. In the centre is a double staircase, ascended by marble steps, at the top of which is a circular gallery, floored with marble, from which ten marble columns of the Corinthian order ascend to the ceiling, where is a handsome panelled dome, ornamented with stucco, and a skylight, which gives light to the interior of the building. There are halls which lead from the centre to each end of the building in each story. In the basement and the stories there are twenty-eight offices and other public rooms, the most conspicuous of which are the Governor's room, and the chambers of the common council and assistant aldermen.

The *Governor's Room* is appropriated to the use of the Governor of the State when he visits the city, and has been used as a reception room for other distinguished men who have occasionally been here. It is 52 by 20 feet. The walls of the room are hung with a fine collection of portraits, including the Governors of the State, the Mayors of the City since the Revolution, some of the Dutch Governors, and the principal military and naval heroes of the late war, all of which are regarded as excellent likenesses, and many of them are full-length portraits.

The Common Council Room is 42 by 30 feet, and the president occupies the identical chair occupied by General Washington when he presided over the first American Congress, which assembled in New York. It is surmounted, as is meet, by a canopy. The seats of the aldermen are ranged in a semicircular form, in the centre of which is a table for the clerk. The room contains several fine full-length portraits, painted by Trumbull, of which that of Washington is thought to be the best in existence, when he was in the prime of life. The room of the assistant aldermen is handsomely fitted up.

The Superior Court Room is very neat and convenient, 42 by 30 feet, and neatly fitted up for its purpose. But he who looks over the several apartments of this building will obtain a better idea of it, than he can from any concise description. The building was commenced in 1803, and completed in 1812, and cost $538,734.

The Hall of Records, east of the City Hall, in the Park, is two stories high, with a lofty portico of four Ionic pillars on each front; and in the rear of it is the *New City Hall*, formerly the old almshouse, which contains fifteen offices, besides the Marine Court Room, and the rooms of the American Institute, the latter containing a valuable library, and various interesting models of machines.

The Merchants' Exchange.

The Merchants' Exchange covers the whole space between Wall, William, Exchange, and South William Streets. It has a somewhat confined situation, and shows to less advantage than if it were surrounded by open grounds. It is built in the most substantial form, of blue Quincy granite, and is 200 feet long by 171 to 144 feet wide. 77 feet high to the top of the cornice, and 124 to the top of the dome. The front on Wall Street has a recessed portico of 18 massive Grecian-Ionic columns, 38 feet high and four feet four inches in diameter, each formed from a solid block of stone, and weighing 43 tons. It required the best application of the mechanical powers, aided by horses, to raise these enormous masses. Besides numerous other rooms for various purposes, the Exchange in the centre is in a circular form, 80 feet in diameter, with four recesses, making the length and breadth each 100 feet, the whole 80 feet high, surmounted with a dome, resting in part on eight Corinthian columns of Italian marble, 41 feet high, and lighted by a sky light, 25 feet in diameter. On the south side of the roof is a telegraph, which communicates with another on Staten Island; and an hourly report is sent down from the telegraph to the news-room, for public inspection. When it is recollected that this fine building has been erected in the place of an elegant exchange building, burned in the great fire in 1835, it is a matter of congratulation that this building is absolutely incombustible, no wood but the doors and window frames having been used in its construction. The cost of this building, including the ground, is estimated at $1,800,000.

The Custom House.

The Custom House, at the head of Broad street, and on the corner of Wall and Nassau streets, is a splendid building, constructed in the Doric order of Grecian architecture. It is built in the most substantial manner of white marble, something after the model of the Parthenon at Athens. It occupies the site of the old Federal Hall, in the open gallery of which General Washington was inaugurated; and nearly over the front door is the place where he stood when the oath of office, as first President of the United States, was administered to him by Chancellor Livingston, April 30th, 1789. The building is 200 feet long, 90 feet wide, and 80 feet high. At the southern end on Wall street, is a portico of eight purely Grecian Doric columns, 5 feet 8 inches in diameter, and 32 feet high; and on the northern end on Pine street, is a corresponding portico of similar columns. The front portico is ascended by eighteen marble steps, and the rear portico on Pine street by only three or four marble steps. It is two lofty stories high above the basement story. The great business hall is a splendid circular room, 60 feet in diameter, with recesses and galleries, making it 80

feet in diameter, surmounted by a dome, supported by 16 beautiful Corinthian columns, 30 feet high, ornamented in the dome with stucco, and at the top with a skylight. On each side, are 13 pilasters, in perfect keeping with the pillars on the two fronts. The cost of the building and its furniture was $950,000; and including the ground, $1,175,000. It has other large apartments than those specified, for various business purposes. It is absolutely incombustible, and may be expected to stand to a late posterity.

The Halls of Justice.

The Halls of Justice occupy the space between Centre, Elm, Leonard, and Franklin Streets, and is a unique and beautiful building, of the Egyptian architecture. It is 253 feet long, and 200 feet wide, the front of which is occupied by the main building, and other outer portions of which consist of lofty walls, with apartments in some of their parts. Within this enclosure, and toward its back part, is the house of detention or prison, 142 feet long and 45 feet wide, which is entirely separate from the outer wall and building, and consists of 148 cells, for different classes of prisoners. The two fronts on Franklin and Leonard streets have each two entrances, with two massive columns each; and the back entrance forms a carriage way, for taking prisoners to and from the house of detention. This building, though handsome of its kind, has a heavy and gloomy aspect, which has acquired for it the name of the *Egyptian Tombs*. It is constructed of a light colored granite, from Hallowell, Me.

Columbia College.

Columbia College, at the foot of Park Place, near Broadway, was chartered by George II., in 1754, by the name of King's College, and confirmed, with the necessary alterations, by the Legislature of New York, in 1787. It has a president and 10 professors, 1170 alumni, 100 students, and 14,000 volumes in its libraries. The building is 200 feet long and 50 wide, with two projecting wings, one at each end, in which are accommodations for the families of the professors. It contains a chapel, lecture rooms, hall, museum, and an extensive philosophical and chemical apparatus.

The University of the City of New York.

This is a fine edifice, of white marble, in the Gothic style of English collegiate architecture, and stands on Washington Square, between Washington Place and Waverley Place. It is 180 feet long and 100 wide, with a centre building and wings, and an octangular turret on each of the four corners. The chapel, a highly finished room, receives its light from a window of stained glass in the west front, 24 feet wide and 50 feet high. The wings are four stories high, and the corner towers five stories high. This institution was founded in 1831, has a president and 11 professors, has in the collegiate department 145 students, and a valuable library and philosophical apparatus.

The College of Physicians and Surgeons.

The College of Physicians and Surgeons of the City of New York, has a handsome edifice in Crosby Street, near Spring Street,

and was founded in 1807, has eight professors, and about 100 students. The lectures commence on the first Monday in November, and continue four months. Degrees are conferred by the regents of the University, at the recommendation of the board of trustees. The whole expense of the course is about $100.

The New York Hospital.

The New York Hospital, at 319 Broadway, is a collection of extensive buildings, in a handsome situation, with a fine yard.

The Lunatic Asylum.

The New York Lunatic Asylum, connected with the New York Hospital, located on One Hundred and Seventeenth street, west of Avenue Tenth, is a large and fine building, attached to which are 40 acres of ground, tastefully laid out in gardens, pleasure grounds, and gravelled walks, and is one of the most elevated sites on the island, from which is a fine view of the Hudson river and the surrounding country. The principal edifice is of stone, 210 feet long, and 60 feet wide. It cost, with its grounds, over $200,000, and contains about 150 patients

The Deaf and Dumb Asylum—Institution for the Blind.

The Deaf and Dumb Asylum is on Fiftieth street, near Avenue Fourth, or Harlem Railroad, and is 110 feet long and 60 feet wide, and will accommodate a large number of pupils, with the teachers and family of the principal. It is under a principal and eight professors. Persons who wish to visit it by the public conveyances, should proceed to the junction of Chatham and Centre streets, opposite the City Hall. From this point the cars for Harlem leave frequently during the day, and pass directly by the Institution, where they stop to receive and land passengers.

The Institution for the Blind—Is on Avenue Ninth, near Thirty Third street, and has about 70 pupils.

Theological Seminaries, Public Schools, Rutgers' Female Institute, Mechanics' School, Protestant Espicopal School.

The General Theological Seminary of the Episcopal Church—Corner of Avenue Ninth and Twenty-first street, consists of two handsome buildings of stone, and was founded in 1819, has five professors, 74 students, and 7,260 volumes in its library.

The New Theological Seminary—Was organized in 1836, has six professors, 104 students, and 12,000 volumes in its library.

The Public School Society—At 140 Grand Street, had, on May 1st, 1847, 18 schools, with male, female, and primary departments, besides two schools for colored children; and 56 primary schools, besides five for colored children.

The Rutgers' Female Institute—In Madison near Clinton Street, has a fine granite building, a valuable library and philosophical apparatus, and 450 students.

The Mechanics' and Tradesmens' School—32 Crosby Street, has a number of teachers, and 550 pupils.

The Protestant Episcopal School—Has several teachers, and a large number of scholars.

The New York Society Library.

This is an old institution, founded in 1754, and has a handsome and substantial edifice of brown freestone, at 348 Broadway, corner of Leonard Street, with six Ionic columns resting on the basement story. It is one of the most interesting buildings of the city, and besides having spacious accommodations for the library, has also a handsome and commodious lecture room, and rooms for the Academy of Design. The library is open on every week day, with a few exceptions, and contains nearly 40,000 volumes.

The Historical Society.

This Society is located at the New York University, Wooster Street, corner of Waverly Place, and has a valuable library of 12,000 volumes, besides a collection of coins and medals. It has published several volumes of historical collections.

The National Academy of Design.

The Academy of Design, located in the building of the Society Library, 348 Broadway, was instituted in 1826, and exhibits annually a large collection of paintings by living artists, which are visited by great numbers of persons. The same painting is not allowed to be exhibited twice, so that the collection is always new.

The Mercantile Library Association.

This Association, on the corner of Beekman and Nassau Streets, was formed for the special benefit of merchants' clerks, and is one of the most useful institutions of its kind in the city. It has a library of 20,537 volumes, also a beautiful reading-room, open on week days, well warmed and lighted, and much frequented.

The Apprentice's Library.

This Library, which is at 32 Crosby Street, contains 12,000 volumes read by 1800 apprentices, and offers facilities for the cultivation of the mind, that prove exceedingly useful to young mechanics.

The American Institute.

The American Institute, incorporated in 1829, for the encouragement of agriculture, commerce, manufactures, and the arts, occupies rooms at the west end of the second story of the New City Hall, in the Park, where it has a valuable library and reading-room, and interesting models of machinery. It holds an annual fair at Castle Garden, where is exhibited a splendid array of the fruits of American ingenuity and industry.

The Mechanic's Institute

This institute has for its object the instruction of Mechanics

and others in all the useful branches of science and the arts. It is contemplated to establish departments for the practical instruction of young mechanics and others, but more especially for apprentices, in those sciences which are involved in their several branches of business.

The Institute has established regular annual courses of instruction, by means of popular lectures on a variety of subjects, and especially in chemical and mechanical philosophy. It has also, at the rooms of the Institute, in the basement of the City Hall, an excellent library, containing about fifteen hundred volumes; a reading-room, supplied with the most popular reviews, literary and scientific journals, the daily and weekly newspapers; a museum of models of machinery, and a valuable collection of chemical and philosophical apparatus.

This Institute has also established an Annual Fair, by which means the results of the genius and industry of the mechanic find a ready avenue to the public eye.

The Harlem Rail Road.

This railroad extends from opposite the City Hall, on Centre street, to Broome street, where it turns at right angles to the Bowery, and there it again turns nearly at right angles, and follows the Bowery to Avenue Fourth, on which it proceeds to Harlem, eight miles, and crossing Harlem river, it is extended into Westchester county, and is to be continued until it intersects the Eastern road to Albany at Springfield. A part of this course is a deep cut through solid rock, with a tunnel 595 feet long, 24 feet wide, and 21 high to the crown of the arch, and a high embankment. It has a double track the whole length; and, to Harlem, cost $137,500 per mile, being by far the most expensive railroad for its length now in the United States.

Ferries.

The city is connected with Long Island by seven ferries, four of which proceed to Brooklyn, and three to Williamsburg. Of the ferries to Brooklyn, the South Ferry extends from Whitehall, New York, to Atlantic street, Brooklyn, and is 1300 yards wide; the Fulton Ferry extends from Fulton street, New York, to Fulton street, Brooklyn, and is 731 yards wide; the Catherine Ferry extends from Catherine street, New York, to Main street, Brooklyn, and is 736 yards wide; the Navy Yard Ferry extends from Walnut street, New York, to Jackson street, Brooklyn, and is 707 yards wide. Of the three ferries to Williamsburg, one is about 950 yards wide, and another, crossing East River obliquely, is about a mile and a half in length. Three ferries connect the city with New Jersey; one from Cortlandt Street, New York, to Jersey City, is about a mile wide, and two ferries, one from the foot of Barclay street, and another from the foot of Canal street, New York, to Hoboken, which are wider. On two ferries, boats are continually plying to Staten Island. Thus the insular situation of New York proves no serious disadvantage. The ferries to Brooklyn are by far the most important, as many persons who do business in New York reside in that city. These ferries are crossed in from four to six minutes, at the charge of two cents.

CELEBRATED ESTABLISHMENTS IN NEW-YORK.

THE DAGUERREAN ROOMS OF MESSRS. W. & W. H. LEWIS, No. 142 Chatham-street, second floor, are elegantly fitted up for the accommodation of sitters. The art, though of recent date, has almost reached perfection, great improvements having been made in the Apparatus and otherwise. The Messrs. Lewis having been among the first to manufacture Apparatus, &c., and being practical men, have been in a position to secure to their patrons all the advantages in these respects as they have come into use. They have also attached to their establishment an extensive machine shop, where they manufacture Hat-Pressing Machines, &c., which have met with general approbation among the trade, and have nearly superseded all others.

THE BOWERY SAVINGS STORE is an institution established for the sale of Dry Goods, located at 126 BOWERY. The business is conducted on a novel principle, the buyer and seller sharing the profit which usually goes to the commission merchant, the importer, or the jobber. It is the largest concern in New-York, not wholesale, and is doing the largest business ever done in any retail house in the United States. Foreign Goods are imported by the concern. Domestic Goods are made expressly under the supervision of one of the managers, and received from the factories. It has become necessary, since the opening of the institution, to enlarge twice, but now there seems ample accommodation. Country Dealers can buy in any instance to much better advantage here than of the Jobbers, if they buy for cash. You can buy here on no other terms. The mutual principle involved in the mode of doing business here, whereby the purchaser is allowed the profit, usually the income of the jobber or importer, has become immensely popular, and is so pleasing to the patrons of this establishment, that none speak of it but in terms of satisfaction and commendation, conceding that the name is not inappropriately applied.

F. W. GILLEY,
W. F. GILLEY,
T. McMAHON,
Proprietors, Managers, and Directors.

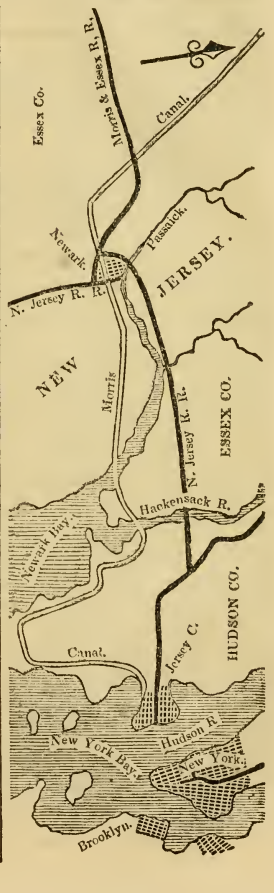
UNION INDIA RUBBER COMPANY.—We cannot do better than call the attention of our readers to the large Warehouse of the Union India Rubber Company, 19 Nassau-street, New-York, not only as the place to buy good Rubber Goods from first hands, but as a place of great interest to the curious, from the great variety of new articles there exhibited.

JERSEY CITY, Hudson Co., N. J., is 8 miles E. Newark, 58 miles N.E. Trenton, and 89 miles N.E. Philadelphia; a port of entry connected with the district of New York, situated on the W. side of the Hudson river; opposite, and 1¼ miles distant from New York; connected with the latter place by a ferry plying every five minutes. The ground on which it is built projects into the river, having bays north and south of it. The streets are laid out at right angles. It contains a number of churches, a pottery, where beautiful ware is produced to the amount of about $200,000 annually, and an extensive flint-glass factory. It is also the place of arrival and departure of the Cunard line of steamers from Liverpool. The New Jersey and Paterson and Hudson Railroads have here a fine depot; and the Morris canal, 101 miles long, connecting the Hudson and Delaware rivers, terminates here.

Jersey City was incorporated in 1820, and is governed by a mayor and board of aldermen. The number of dwellings in the city and suburbs is about 800. Population in 1843, 3750.—Though in a different state, yet its contiguity and relations with the city of New York, render it in fact a suburb of that city, with the prosperity of which its own growth and prosperity are intimately connected.

BERGEN, capital of Hudson co., is 3 miles W. Jersey City. The village is situated on the summit of Bergen hill, and contains 2 churches, several stores, and about 70 dwellings. The court-house is situated in the north part of the village. Bergen was settled in 1616 by the Danes.

NEWARK, city, port of entry and capital of Essex co., N. J.; 9 miles west of New York, on the west side of the Passaic river,



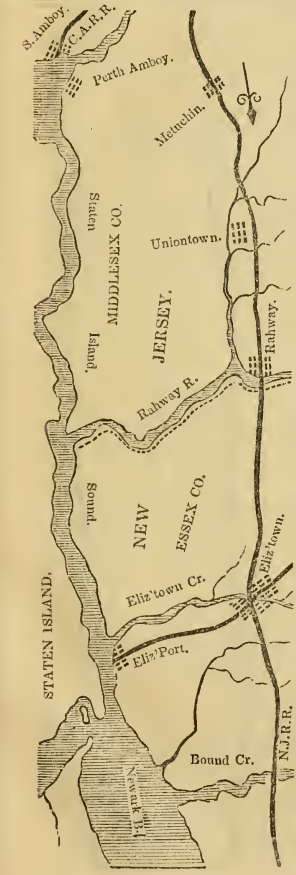
about 4 miles by its course from its entrance into Newark Bay. Was settled in 1666, by a company from Guilford, Branford, Milford, and New Haven, Conn. It is therefore eminently New England and puritanic in its origin. They purchased a territory including several of the neighboring towns from the Indians, for £130 New England currency, 12 blankets and 12 guns. They formed a government and administered it, often disputing the claims of the proprietaries, by holding to an original and superior right, derived from purchase from the natives. Robert Treat, afterwards governor of Connecticut, was chosen the first recorder or town-clerk.

The city stands on a plain of fertile loam, 30 or 40 feet above the level of the river, with a rising ground on the west; is regularly laid out in broad straight streets, has two large and elegant public squares, bordered by lofty trees and bounded by the principal streets; is abundantly supplied with pure water, brought from a spring about a mile distant; is generally well built and neat in its appearance, contains about 2000 dwellings, mostly of wood, but a considerable number of brick, many of them large and elegant. The court-house is a large edifice, in a commanding position in the west part of the city, built of brown freestone, in the Egyptian style. The New Jersey R.R.Co. have a large and fine building for a depot, which is an ornament to the place. There are about 20 churches, several of which exhibit much architectural beauty, three banks, several literary societies, &c., &c. Its commerce is considerable and increasing; its tonnage in 1840 was 6687. A whaling company was incorporated in 1833. For its extent, Newark is a great manufacturing place, having, in 1840, $1,511,339 of capital employed in manufactures. The Passaic is navigable to this place for vessels of 100 tons burthen. Newark has communication with New York twice a day by steamboat, during a great part of the year, as well as almost hourly by railroad. The Morris canal passes through Newark; and the Morris and Essex railroad—connecting it with Morristown, Morris Co., N.J., distant about 23 miles—commences here.

Newark is the most populous and flourishing town in the State. Population in 1830, 10,950; in 1840, 17,290.

Elizabethtown, Essex Co., 5 miles S.E. Newark, 15 miles W.S.W. New York, 44 miles N.E. Trenton, 76 miles N.E. Philadelphia, is situated on Elizabethtown creek, 2½ miles from its entrance into Staten Island Sound; is regularly laid out, contains a court-house, jail, bank, insurance office, several churches, a number of manufactories; about 500 dwellings, many of them neat and elegant; and about 2500 inhabitants. Its government resembles that of a city, having a mayor, recorder, alderimen and other city officers. It has also a court of common pleas, and general sessions holden four times annually, with a jurisdiction like to and exclusive of that of the county courts. The railroad from Elizabethport to Somerville intersects the New Jersey R.R. at this place. The creek is navigable for vessels of 30 tons to the town.

Elizabethport is situated on Staten Island Sound, near its junction with Newark Bay, was formerly called Elizabethtown Point. It contains a church, several manufactories, and about 100 dwellings. The Elizabethport and Somerville R.R. has its commencement here. Several steamboats ply daily to and from New-York.



RAHWAY—9 miles S. W. of Newark, 39 miles N. E. Trenton. The village is situated partly in Woodbridge township, Middlesex Co., and partly in Rahway township in Essex Co., on both sides of the Rahway River at the head of tide water, 5 miles from its mouth. The village is in several detached parts, and contains six churches, the Athenian Academy, a neat 2 story edifice 68 feet long, 36 feet wide; the Rahway Female Institute; a bank; several extensive manufactories of hats, boots, shoes, carriages, clothing for export, clocks, coach lace, &c., &c.; about 450 dwellings, and 2500 inhabitants. A short distance above the village are extensive cotton bleaching and print works.

WOODBRIDGE, Middlesex Co. was incorporated in 1680, and in 1682 there were 120 families in the township. It has a church, a number of stores, a cotton factory, an academy, and a number of schools.

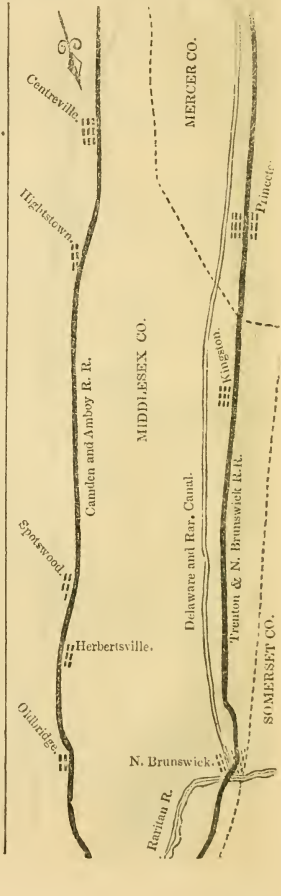
PERTH AMBOY, city and port of entry, Middlesex Co., 27 miles from New-York, situated at the confluence of the Raritan River with Staten Island Sound, at the head of Raritan Bay, was laid out in 1698 by the proprietaries of East Jersey, and designed by them for the capital of the province. The present city charter was granted in 1784. The harbor is spacious and safe, having in the month of the river 12 feet of water, and from 24 to 26 in the main channel, and is easy of access.

The city contains 3 churches, and 10 or 12 stores. Population about 1400. The collection district comprising much of the S. E. part of the state had a tonnage in 1840 of 17,843. It is a pleasant place of summer resort.

SOUTH AMBOY, situated on the Raritan Bay at the head of Raritan River, has a good harbor. The village contains 50 or 60 dwellings, and a large manufactory of stone-ware. Here passengers for Philadelphia via. Camden and Amboy Railroad, disembark from the steamboat and take their places in the cars.

METUCHIN, village, of about 20 dwellings, Woodbridge township.

NEW BRUNSWICK, city, capital of Middlesex Co., situated on the S. W. bank of the Raritan River, 15 miles from its entrance into Raritan Bay at Amboy, by the course of the river, and 32 miles S W. Jersey City; partly in Middlesex and partly in Somerset counties, Albany Street being the dividing line. It was incorporated as a city in 1784, and contains eight churches, two banks, about 150 stores, and 1000 dwellings. The first Dutch Church was built in 1717. The first Presbyterian Church was erected before 1726, burned by the British during the Revolutionary War. Rutgers College was founded by ministers of the Dutch Reformed Church in 1770. The building is a handsome stone edifice, of three stories. It has a President, ten Professors, and a valuable Library of about 12,000 volumes. Commencement fourth Wednesday in July. From the site of the College, which is on the hill, there is an extensive prospect, terminated on the north by mountains, and on the east by the Bay. The streets on the river are narrow and crooked, and the ground low. Those on the upper bank are wide, and many of the dwellings are elegant and surrounded by fine gardens. The streets are generally paved. A toll-bridge



crosses the Raritan, originally built in 1796, and rebuilt in 1811, at a cost of $86,687, 1000 feet long, resting on 11 stone piers and abutments. The superstructure is of wood, and divided into two carriage ways. The railroad bridge (see p. 4,) is a little above. The Delaware and Raritan canal commences here and extends to Trenton, distant 42 miles. It was commenced by a joint stock company in 1831, and united with the Camden and Amboy Railroad Co. the same year; and under this joint management the work was completed in 1834, at a cost, including the Delaware feeder (which commences at Bordentown and is navigable), of $2,500,000. It is 75 feet wide and 7 deep, admitting the passage of sloops of 75 or 100 tons burden. The tide sets up the Raritan 2 miles above the city, and the river admits vessels of 200 tons to its wharves; and, in connection with the canal, Delaware River, and Long Island Sound, forms a complete inland water communication between the cities of New York and Philadelphia. Enjoying these and other facilities of communication, north and south, the trade of New Brunswick is extensive.

From the canal a very important water power is obtained, with a fall of 14 feet, on which are several manufactories. Population about 9000.

Olderidge is a small village of about 20 houses.

Spotswood contains three churches, a powder mill, two or three manufactories, and 40 or 50 dwellings. It is 38 miles S. E. of New-York.

Kingston, situated on Millstone River, partly in Somerset and partly in Middlesex Counties, half-way between New York and Philadelphia, contains a Presbyterian church, an academy, several stores, two mills, a woolen factory, and about 60 dwellings, and 400 inhabitants. The Delaware and Raritan Canal passes through it, having several locks here.

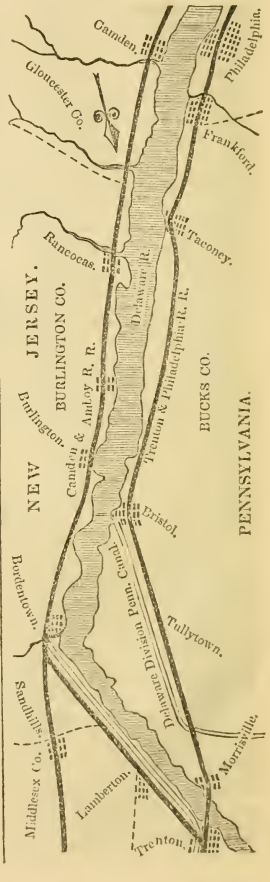
Hightstown, Middlesex Co., is a village of about 100 dwellings and 600 inhabitants.

Princeton, Mercer Co., 11 miles N. E. Trenton, 49 miles S. W. Jersey City; is a neat and pleasant village, chiefly built on one extended street, containing four churches, a number of stores, 200 dwellings, and about 1500 inhabitants, exclusive of those connected with its literary institutions. The Delaware and Raritan canal passes within a mile of the village, and the company have an office here. The society is intelligent and refined. The College of New Jersey was founded at Elizabethtown in 1746; the next year it was removed to Newark; in 1748 a royal charter was granted to it by the above title. It remained at Newark ten years, and in 1758 it was removed to and permanently established at Princeton. It has a president, 10 or 12 professors, or instructors, and a library of 12,500 volumes. The number of students ranges from 100 to 200. Its situation is peculiarly salubrious, and it has long been considered one of the most respectable seminaries in the United States. The college edifice is called Nassau Hall. It is 175 feet in length, by 50 deep, and 4 stories high. Besides a chapel 40 feet square, there are two other large buildings attached to the college, which contain the philosophical apparatus, museum, recitation rooms, &c. These buildings are all of stone. Commencement, last Wednesday in September. There is also at Princeton a theological seminary, founded in 1812, under the direction of the General Assembly of the Presbyterian Church in the United States, having a library of 7000 volumes. Both of these institutions are in a flourishing condition. The college has a list of venerable presidents, and has educated many of the distin-

guished men of the country. In the immediate neighborhood of this place was fought the memorable battle of January 3d, 1777, in which the British army was routed by the Americans under General Washington, immediately subsequent to the battle of Trenton, and where General Mercer was mortally wounded. In the college chapel is a large painting commemorative of this event.

TRENTON, city, Mercer Co., the metropolis of New Jersey, capital of the state, and seat of justice for Mercer co., is situated on the east bank of the Delaware opposite the lower falls, and at the head of steamboat and sloop navigation, 10 miles S.W. Princeton, and 59 miles from Jersey City. The city is regularly laid out, and has many handsome stores, dwellings, and other edifices. Its public buildings are the state-house, 100 feet long by 60 wide, built of stone and stuccoed to resemble granite, beautifully situated on the Delaware, commanding a fine view of the river and surrounding scenery; the city hall, and an elegant court-house, all fireproof. The governor's house is a plain and commodious edifice. There are also two banks, a public library, founded in 1750, a lyceum, and a number of churches in the city proper. At South Trenton, a suburb of the city, comprising the villages of Mill Hill, Bloomsbury and Lamberton, extending a mile and a half down the river, is a court-house and state-prison. In the city and suburbs there are about 1000 dwellings and 6000 inhabitants.

The town was first settled in 1720, incorporated as a city in 1792, and is governed by a mayor, 3 aldermen, and 13 assistants.



The Delaware and Raritan canal passes through the city, and is here entered by a navigable feeder, extending 23 miles below the city. The canal crosses Assanpink Creek, east of the city, on a fine stone aqueduct. Above the falls the Delaware is navigable for large boats as far as Easton, which adds much to the commercial advantages of Trenton. At the foot of the falls, or rapids, a beautiful covered bridge crosses the river, 1100 feet long, resting on five arches supported on stone piers,—which is regarded as a fine specimen of this species of architecture. It is of sufficient width to allow of two carriage ways, one of which is appropriated to the railroad.

Water-power for manufactories, of which there are a number here, is derived from the Assanpink creek, from a canal or raceway, constructed by an incorporated company, by which the water is taken from the Delaware, 5 miles above the city, across the creek, by an aqueduct through So. Trenton and thence to the river, and from the feeder of the canal.

December 25th, 1776, at a gloomy period of the Revolutionary War, Washington crossed the Delaware in the night, and suddenly attacked and captured at Trenton 1000 Hessians, forming part of the British army, which greatly revived the spirits of the nation, and had an important influence on the result of the war.

Morrisville, Bucks Co., Pa., 30 miles N. E. Philadelphia, is situated on the west side of the Delaware, opposite Trenton. Good water power is obtained from the river for several mills. Population in 1840, 405.

Bordentown, Burlington Co., N. J., 63 miles S. W. from New-York, and 27 miles N. E. from Philadelphia, is situated on a high bank (which prevents its being seen to advantage from the river) on the east side of the Delaware, containing 3 or 4 churches, several stores, 200 dwellings, and 1200 inhabitants. The Del. & Rar. Canal has its western termination here, which with the Railroad passing through it, makes it a place of bustle and activity. It was incorporated in 1825. Joseph Bonaparte here fixed his residence while in the United States, and erected a splendid mansion, which with some of its rare pictures, was destroyed by fire, and the present buildings are plain but commodious. Bordentown is a favorite resort of the Philadelphians in the summer.

Bristol, Bucks Co., Pa., is pleasantly situated in a commanding position on the west bank of the Delaware. It is regularly laid out and neatly built; was incorporated in 1720. The Delaware Canal, which communicates with the Lehigh Canal at Easton, terminates here, and has an extensive basin. Steamboats from Bordentown and Trenton stop here both ways daily. In its vicinity are two medicinal springs.

Burlington, N. J., city and port of entry, is pleasantly situated on the east side of the Delaware, opposite Bristol, was laid out in 1667, incorporated by the proprietaries in 1693, and chartered by the State in 1784. A great part of the city is isolated by a creek over which are several bridges. It is regularly laid out with streets crossing each other at right angles. Upon Main St. the houses are compactly built, but less so in other parts, with large gardens. It is neatly built, and is highly valued as a rural retreat by the Philadelphians. The bank of the river is a beautiful grassy plain, bordered with elegant dwellings, among which is that of the Bishop of New Jersey, a handsome gothic edifice, surmounted by a cross. The river opposite the harbor is about a mile wide.

FRANKFORD, Phila. Co., Pa., on Taconey creek, which runs into the Delaware 1½ miles below, is 5 miles N. E. Philadelphia, has a number of manufacturing establishments, and is a pleasant village. The Friends have here an Asylum for the Insane, a spacious and commodious building. Stages run several times a day to Philadelphia.

CAMDEN, Gloucester Co., N. J., city and port of entry, situated on the east side of the Delaware, opposite Phila., with which place it has constant communication by ferry. Was incorporated as a city in 1831. It extends 2½ miles on the river, and 1¼ back of it. It consists of three distinct villages. The channel of the river is on the Phila. side. Vessels of the largest class come not above the lower village, and those of 150 tons only to the centre one. It is the depot of the Camden and Amboy and the Woodbury Railroads.

PHILADELPHIA.

Location, Population, &c.

Philadelphia, the largest city in Pennsylvania, and next to New-York, the largest in the United States, lat. 39°, 57′, 9″, N. long. 75°, 10′, 37″, W., and 1°, 59′, 47″ W. long. from Washington. The city proper is situated between the Delaware and Schuylkill Rivers, extending east and west from one to the other about 5 miles above their junction, and from Vine Street on the north to Cedar or South Street on the south. The adjoining districts of the Northern Liberties, Spring Garden, Kensington and Penn Township on the north, and Southwark, Moyamensing and Passayunk on the south, are governed by separate municipal authorities, distinct from the city proper, but are always understood as included in a popular sense under the name of the city.

Philadelphia was first laid out in 1682. The ground selected was claimed by three Swedes by the name of Swenson, under a grant by one of the Dutch governors of New York, in 1664. This claim was extinguished by Penn, on his arrival, by giving them in exchange a tract on the Schuylkill, above Fairmount. Shortly after his arrival, Penn held a treaty with the Indians, under a large elm tree, at Shackamaxon (now Kensington), at which the most amicable relations were settled between the colonists and the Indians. This venerable tree was regarded and preserved with great reverence as a memorial of this interesting transaction, until it was blown down in 1810. A marble monument with an appropriate inscription has been erected on the spot.

In 1684, the city contained 2500 inhabitants: in 1749, 15,000; in 1800, 70,287; in 1810, 96,287; in 1820, 119,325; in 1830, 167,325; in 1840, 228,691.

The city is built on a plain slightly ascending from each river. The streets vary from 50 to 100 feet in width. The city was originally laid out with uncommon regularity, all the streets crossing each other at right angles, which is still the case with the exception of Dock street, which is crooked, occupying the site of a former navigable creek, now obliterated, having been arched over.

The principal harbor of Philadelphia is on the Delaware river, where large vessels come up, and foreign commerce centres; but the Schuylkill affords a convenient harbor for small vessels, and has become specially important since the extensive opening of the coal trade.

WEST PHILADELPHIA
C.S. Arsenal
U.S.N. Asylum.
Gray's Ferry Rd.
PHILADELPHIA.
Scale of Feet.
500 1000 2000 3000
SCHUYLKILL RIVER
Wire Sus. Bridge
Penitentiary
Girard College.
FRANCISVILLE
Broad Street
Market Street
County Prison
REFERENCE.
1 State House
2 Custom
3 Exchange
4 Penns.a Hospital.
5 Philad.a Library.
6 Penns.a University.
7 U.S Mint.
Pop. 258,832.
Navy Yard
Railroad Wharf
Marine Railway
Windmill or Smiths I.
Camden & Amboy R.R. Co's Canal
Lehigh Coal Co's Wharf
DELAWARE RIVER

Fairmount Water Works, situated on the east side of the Schuylkill above the city. This is a public establishment which Philadelphia justly holds in the highest esteem, not only for its incalculable utility, but for the romantic beauty of its situation.

In 1812, the construction of steam works was commenced at Fairmount, (the city having been supplied previously by means of two steam works; one on Chestnut street near the Schuylkill, forcing the water to the other at Centre now called Penn square,) and in 1815 was so far completed as to be put in operation.

But it soon became apparent that the small and expensive supply thus obtained would not meet the demand of a great and growing city, and that some other system must be adopted better calculated to secure the great objects of economy and abundance. Accordingly in 1818, the city councils, in compliance with a recommendation of the watering committee, authorized the erection of the dam and water works now in operation: the first wheel was put in motion, July 1, 1822.

The whole works occupy about 30 acres, the greater part of which consists of the Mount, about 100 feet above the water in the river, and 50 feet above the highest ground in the city. On the top of the mount are four reservoirs, inclosed by a paling, and surrounded by a gravel walk, having flights of steps ascending from below. The side of the mount facing the Schuylkill presents a beautiful natural appearance, consisting of rock, covered with trees, shrubbery, moss, vines, &c., beautifully intermingled; the ground at the base is handsomely laid out with walks, grass, trees, fountains, &c.; the part of the Mount towards the city presents a more artificial, though beautiful appearance, being a regular declivity of luxuriant grass.

The requisite power for propelling the machinery is obtained by means of a dam 1600 feet in length, thrown across the river, from which a race upwards of 400 feet long and 90 feet wide, excavated from the solid rock, conveys the water to the forebays in front of the wheels. The mill-house is of stone, 238 feet long and 56 feet wide, being calculated for eight water wheels, each 15 feet in length and from 14 to 18 feet in diameter. These wheels have iron shafts weighing about five tons each, and in most of them the arms and rims are also of iron. To each shaft is affixed a crank, working a double forcing pump, by which the water is raised into the reservoirs. The pumps have a diameter of 16 inches with a stroke of five feet, making from 12 to 13 strokes in a minute; each pump raising about a million and a quarter of gallons in 24 hours, and being connected with an iron main 16 inches in diameter, which passes across the bottom of the race and up the side of the mount into the reservoir, 92 feet above the level of the dam. The reservoirs cover an area of upwards of six acres; they are twelve feet deep, lined with stone and paved with bricks laid upon a bed of clay in strong lime cement, and made water tight. The water is conveyed from them into the city by two iron mains, one 20 and the other 22 inches in diameter; from which branches, from 6 to 10 inches in diameter, are laid through the principal streets, and from these, smaller ones, into the other streets and alleys. From the main pipes the water is conveyed into the yards or dwellings by small lead or iron pipes. Fire plugs are placed in the streets at convenient distances, to which leathern hose may be attached, by means of which water is supplied to the engines, or carried into the burning building. These fire plugs also furnish copious streams of water with which the streets are washed almost daily during the warm season.

The cost of erecting the present works in 1822, with the additions of permanent work annually made (not including repairs to the dam,) up to the end of the year 1842, amounted to about $1,500,000. In 1818, the expense of working one steam engine and pump for one year was $30,858; and with this expenditure not more than 1,600,000 gallons could be raised in 24 hours. At this rate the expense of supplying the city by steam power, with the same quantity of water now used, would be $227 per day; while the present expense of the water power, for attendants' wages, oil, fuel, &c., is about $7 per day.

Omnibuses run hither from the Exchange.

Spring Garden Water Works, about a mile or so above Fairmount, and in a north-westerly direction from the Girard College.

These works have only lately been constructed, having been commenced in 1844, and finished the next year.

The motive power used here, for forcing the water out of the Schuylkill into the basin above, is different from that of Fairmount;—the water is forced by steam engines through a large iron pipe, laid under ground, a distance of more than half a mile, to a large reservoir—from thence being distributed in a manner similar to Fairmount Works.

The Engine house, which is romantically situated in a little glen, is quite a handsome structure; the machinery, &c., is complete, and kept in the most perfect order; the basin is in a remarkably fine and commanding position,—being more elevated than Fairmount—and is situated in the midst of a beautiful section of the country.

BRIDGES.

Gray's Ferry Bridge, at the lower part of the city, was built by the Philadelphia, Wilmington, and Baltimore Railroad Co.

One side of it is used by the railroad, and the other by the public. There is a drawbridge in the centre for the passage of vessels along the stream.

Market Street Bridge, also called Permanent Bridge. This costly and substantial structure was erected by a private company, incorporated for the purpose, in 1798.

Six years were occupied in its completion. It consists of three arches of very strong timber, supported by stone piers, with two abutments and wing walls; the whole length of the bridge, including abutments and wing walls, being 300 feet. The western pier was sunk at a great expense, and in an unexampled depth of water, the top of the rock on which it stands being forty-one feet below common high tides. The total cost of this bridge was $235,000; besides which the company paid $40,000 for the site. It now belongs to the city, and is open to public use, free from tolls.

Wire Suspension Bridge at Fairmount. This bridge consists of a large quantity of iron wire bound up into a number of large cables and thrown from shore to shore, resting at each abutment on granite pillars; from which cables the floor of the bridge hangs by a large number of wire attachments; forming a beautiful and graceful structure, and quite an ornament to Fairmount.

It was built by the county, in 1841, at a cost of $55,000; it is 357 feet long, and 30 feet above the river. This bridge is also free from tolls.

The bridge that was formerly here was also an uncommon and beau-

tiful one, consisting of a single arch of about 340 feet span, resting on abutments of stone, and was the largest arch known. It was destroyed by fire in 1839.

There are also the Columbia railroad bridge, about three miles above Fairmount; the Reading railroad bridge at the Falls, about five miles from the city; one at Manayunk, and another a short distance above, at Flat Rock.

The Navy Yard.—The United States Navy Yard is situated at the southern end of Swanson street, and contains an area of about twelve acres. It is inclosed on three sides with a high and substantial wall, the fourth side fronting on the Delaware.

The yard contains a mould loft for modelling ships of war; a blacksmith's shop, in which all the iron work is made for the public ships on this station; a hospital, marine barracks, &c. There are also two large ship-houses, in one of which, the great ship of the line Pennsylvania was built.

CHURCHES.

There are in the city 144 churches of different denominations. The Presbyterians have 32; the Episcopal, 22; Methodist Episcopal, 19; Methodist Protestant, 5; Reformed Presbyterian. 3; Associate Reformed, 2; Baptist, 14; Lutheran, 6; German Reformed, 3; Dutch Reformed, 2; Friends, (Orthodox 4, Hicksite 3,) 7; Roman Catholic, 11; Jews, 3, &c., &c.

PUBLIC SQUARES.

Philadelphia was provided with many public squares through the wise forecast of its founder. In the original plan, a public square in the centre was designed to contain ten acres; and one in each quarter of the city, to contain eight acres. Although these designs were never fully carried out, yet there are many public squares which are finely ornamented, though none of them are very large.

Washington Square, on Sixth and Walnut streets, formerly used as a public burial ground for the poor and strangers, under the name of the Potter's Field, is now a beautiful promenade.

The State House Yard is at the rear of the State House in Chestnut street, between Fifth and Sixth; it contains some fine old trees, rendering it shady and agreeable.

Franklin Square, in Sixth street between Race and Vine, is a large square having a fountain in its centre.

Logan Square, on Schuylkill Fifth street between Race and Vine, and named after James Logan, the friend and secretary of William Penn.

Rittenhouse Square is also on Schuylkill Fifth street, between Walnut and Locust, and named after David Rittenhouse, the philosopher and statesman.

Penn Square consists of four smaller squares, at the corner of Broad and Market streets. It was formerly called Centre Square from its central position, and was the site of the old Water Works. It is now laid out with walks similar to other squares.

PUBLIC BUILDINGS.

The State House, now called Independence Hall, on the northern side of the square, bounded by Chestnut, Walnut, Fifth and Sixth streets, was begun in 1729, and finished in 1734. The wings extending from the main building to Fifth and Sixth streets, are of modern construction. The wood work of the steeple by which the building was at first surmounted, was found to be so much decayed, that about the year 1774 it was taken down, leaving only a small belfry to cover the bell for the use of the town clock; and so remained until 1829, when the present steeple was erected on the plan of the original one, which had been removed. The bell for the first steeple was imported from England in 1752, but was broken by accident when first hung up. A new one was cast in Philadelphia under the direction of Isaac Norris, then Speaker of the Colonial Assembly, to whom we are probably indebted for the remarkable motto inscribed on it, and which at that early day was little thought to be so singularly prophetic of its future use: "Proclaim liberty throughout the land, and to all the people thereof." Twenty-four years afterwards a period arrived, "in the course of human events," when the memorable Declaration of Independence was signed in the building, beneath this very bell, and its joyous tones rang loud and clear as it proclaimed to anxious thousands that they were now a free and independent people. This bell is now cracked and unfit for use; an attempt has been made to repair it, but without success. The chamber in which the Declaration was signed, is on the first floor, on the east side of the entrance to the centre building. Congress used to hold its sittings in this building

It is now used, with the exception of the venerable hall, by the courts of law.

The building at the northeast corner of the square, is occupied by the mayor and other municipal officers. The one at the northwest corner

is now used by the courts of law; it was formerly occupied by Congress, while in this city. Here, also, Washington delivered his Farewell Address.

Visitors are admitted into the hall and steeple.

One of the oldest buildings now standing is the *House occupied by William Penn* in 1700, at the southeast corner of Norris's alley and Second street.

The Swedes' Church, on Swanson street, in Southwark, near the Navy Yard, was built in 1700; the present quaint and antiquated little brick building was considered a great edifice at the time of its erection, and had not its equal in the city.

Christ Church, in Second street above Market, was originally a one-story wooden building, erected in 1695, having its bell hung in a tree growing near it. It was enlarged in 1710; and in 1727, the western end, as we now see it, was raised, the eastern end not being completed until 1731.

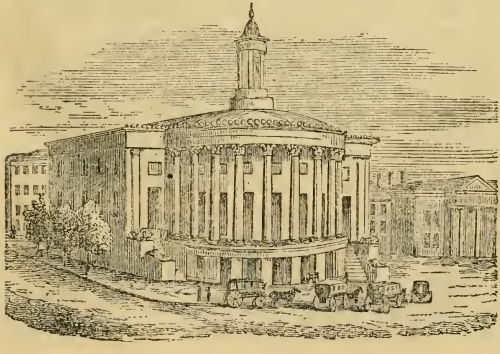
St. Michael's Lutheran Church, in Fifth street, above Arch, is a venerable old edifice, erected in 1743.

There is an inn called *Penn Hall*, at the head of Letitia court, in Market street, between Second and Front, which is supposed to have been the residence of William Penn.

There is a venerable building called *Carpenter's Hall*, situated in Carpenter's court, running south from Chestnut street, between Third and Fourth, in which was held the first Congress in Philadelphia, in 1774. It was also occupied by the first Bank of the United States.

The Custom House, (formerly United States Bank,) is one of the most chaste specimens of Grecian architecture in this country. It is an imitation of the Parthenon, a temple of Athens. The platform on which the building is erected is 87 feet in front by 161 feet deep; it is built of fine white marble, with eight columns, four feet six inches in diameter, supporting a plain entablature; it is situated on the south side of Chestnut street, between Fourth and Fifth.

The Merchant's Exchange is a noble edifice, erected on the space be-



tween Third, Walnut and Dock streets, and constituting the central point of commercial and financial business transactions. The eastern front, on Dock street, presents a semicircular piazza, supported by Corinthian pillars, standing upon a base 12 feet high, producing a beautiful effect.

The United States Mint, in Chestnut street, east of Broad, is a fine substantial structure of white marble; it is of the Ionic order of architecture after a Grecian model. Visitors are admitted every morning except Saturday and Sunday.

Preston Retreat, situated on a commanding position, in the vicinity of Fairmount, is a beautiful building of marble, with plain massive pillars.

INSTITUTIONS, ETC.

Girard College, situated on a commanding position on high ground, about a mile northwest of the incorporated limits of the city. The lot on which it stands contains about forty-five acres, and was bequeathed by Stephen Girard, along with a very large amount of money for the erection of the college, and its support afterwards. The College buildings consist of a centre edifice, which is to be exclusively devoted to the purposes of education, and four other buildings, two on each side, for the residence and accommodation of professors, teachers, and scholars. The main building is 218 feet in length from north to south, 160 feet in breadth, and 97 feet in height. It is surrounded by 34 columns, supporting an entablature after the manner of a Grecian temple. Each column, including its capital and base, is fifty-five feet high and six feet in diameter, having a base three feet high and nine feet in diameter, and leaving a space of fifteen feet between the columns and the body of the building. At each end is a door of entrance sixteen feet wide and thirty-two feet high. The building is three stories in height, each of which is twenty-five feet from floor to floor; there are four rooms of fifty feet square in each story; in each corner of the building are marble stairways lighted from the roof. The roof, floors, and stairways are constructed of marble, no wood being used except for doors.

Blockley Alms House, on the west side of the Schuylkill, opposite South street, is an immense structure, consisting of four main buildings arranged in the form of a parallelogram, covering and inclosing an area of ten acres of ground.

Pennsylvania Hospital, occupying the square between Eighth and Ninth and Spruce and Pine streets, was founded in 1752, chiefly by the exertions of Drs. Franklin and Bond. The principal front is on Pine street, having an open area in which stands a bronzed statue of William Penn. In the rear of the lot, fronting on Spruce street, is a building erected for the exhibition of West's celebrated picture of Christ healing the sick, which was presented to the hospital by that distinguished artist.

The City Hospital, situated in Schuylkill Fourth near Coates street, is a large range of buildings, having been erected by the Board of Health at the time of the yellow fever.

The Insane Asylum, a branch of the Pennsylvania Hospital, for the reception and cure of insane patients, has been recently erected between the West Chester and Haverford roads, about two miles west of the Schuylkill. The farm contains 111 acres, of which 41 are inclosed as a garden and pleasure ground for the patients. The centre building

and main wings present a front of 436 feet, having a basement and two principal stories.

The Marine Hospital, on the Gray's Ferry road below South street, was originally projected by the officers of the Navy, who, with the common sailors, have for many years contributed a portion of their pay as a fund for the erection and support of the establishment, which is intended as an asylum for invalid seamen and officers disabled in the service; it is also partly occupied as a Naval School.

The Institution for the Deaf and Dumb, at the corner of Broad and Pine streets, is an extensive establishment. In addition to literary and moral instruction, the pupils are taught some mechanical trade, by which they may be enabled to provide for themselves in after life.

The Institution for the Blind, at the corner of Race and Schuylkill Third streets; the main edifice contains school, exhibition, and lodging rooms; there is also a commodious brick building erected for workshops and the pursuit of such trades as are carried on by the pupils.

Wills Hospital, in Race street between Schuylkill Fourth and Fifth, opposite Logan square, instituted for the benefit of the lame and blind. It is quite a handsome building, of freestone, with grounds laid out with gravel walks and shrubbery.

The University of Pennsylvania.—The buildings are in Ninth street, between Market and Chestnut, and consist of two handsome edifices, each 85 feet front by 112 deep, surrounded by an open area, and inclosed by an iron railing.

Jefferson Medical College, situated in Tenth street above Walnut, occupying quite a handsome building. This institution is in the highest rank as a medical school, having about the same number of students as the above.

The Philadelphia Library, founded in 1731, by Dr. Franklin, since increased by Dr. Logan. It contains upwards of 50,000 volumes, embracing works on almost every branch of general knowledge. It is open from 2 P. M. till sunset. Situated in Fifth street, below Chestnut.

The Mercantile Library, in Fifth street below Chestnut, occupying a very handsome building. It contains about 10,000 volumes. Open from 3 till 10 P. M.

The Athenæum, in Sixth street below Walnut, opposite Washington square, occupying a beautiful building. It contains a large library, and the periodical journals, &c. The rooms are open every day except Sunday, and strangers are admitted gratuitously for one month, on introduction by a member.

The Apprentices' Library, instituted in 1819, by voluntary contributions from citizens. It contains about 15,000 volumes. It is open for all boys and girls who give sufficient guarantee for the careful use of the books. It is located at the corner of Fifth and Arch streets.

Friends' Library, established by the Society of Friends, No. 84 Arch street.

The American Philosophical Society, the oldest association of the kind in this country, having been formed by the union of two associations for the advancement of useful knowledge, both founded principally by Dr. Franklin, one in 1728, the other in 1743. This society has always been held in high estimation. Its library consists of nearly 15,000 volumes of valuable and rare books, many of which have been presented by foreign governments and learned societies. In addition to the library there is a collection of minerals and fossils, ancient relics, and many other curious and interesting objects. Strangers will be ad-

mitted on application to the librarian. The building is situated on State House Yard, Fifth below Chestnut.

The Franklin Institute, situated in Seventh street above Chestnut, has for its object "the promotion and encouragement of manufactures and the mechanic and useful arts, by the establishment of popular lectures on the sciences connected with them; by the formation of a cabinet of models and minerals, and a library; by offering premiums on all subjects deemed worthy of encouragement; by examining all new inventions submitted to them, and by such other means as they may deem expedient."

Regular courses of lectures are delivered upon chemistry, mechanics, natural philosophy, arts and manufactures, and other practical and scientific subjects. Attached to the institute is a reading-room and library. There are also extensive and interesting cabinets of models, minerals, geological specimens, and specimens illustrative of the arts and manufactures. Fairs are held annually under the direction of the Institute in the splendid saloons of the Museum Building.

The Academy of Natural Sciences, occupying a new and spacious building in Broad street below Chestnut. It has a library of about 10,000 volumes of valuable books, and an extensive collection of specimens in the various departments of natural science. The hall is open to visitors every Tuesday and Saturday afternoon.

Academy of the Fine Arts, in Chestnut street, between Tenth and Eleventh, was founded in 1805, and contains an extensive collection of paintings and statues; among the finest of the paintings is West's celebrated picture of Death on the Pale Horse. It is open daily.

CEMETERIES.

Laurel Hill Cemetery.—This beautiful place is situated between the Ridge Road turnpike and the Schuylkill river, about four miles northward from Philadelphia.

The entrance to the Cemetery is from the Ridge turnpike, through a handsome building. Directly opposite will be found Thom's statues of Old Mortality, his Pony, and of Sir Walter Scott, grouped under an ornamental temple.

"After contemplating this effort of an uneducated sculptor, the visitor may turn to the right, view the Godfrey Monument—to Godfrey, the inventor of the Quadrant—and the St. John's Lutheran Church ground, in the northeast corner of the Cemetery. From thence visit the Gothic chapel; after this, passing in front of the Cottage, and keeping it on his left hand, he will approach towards the river Schuylkill, visiting on his way the classical tomb of Commodore Isaac Hull, after the model of that of the Scipios, surmounted by an American Eagle." This vicinity is very attractive.

Descending a steep declivity, immediately beside the north boundary fence, persons of taste cannot but be gratified with the rural character of the picturesque scene; fine old trees of beach, oak, &c., cast a solemn shade, while the river meanders in peaceful quiet below.

Pursuing the walk southward, pass a tomb in the rock, and pause at the obelisk erected over the remains of the venerable Charles Thomson, long the confidential secretary of the Continental Congress.

Skirting the rocks, which will next be encountered, see a Stone Cross partially covered with vines, on a point of a rock. Here the upward

view obtained by descending the left-hand path to the water's edge, will amply reward the spectator.

After leaving the Cross, the visitor may ascend to the upland by the steps of the Summer House, or may pursue the paths of the terraces around the natural amphitheatre south of the cross, and then visit the various points of view and monuments, as inclination may dictate.

At a few feet from the front of the Mercer Monument—to General Mercer—which is west of the chapel, by selecting a proper position, the best double view of the Schuylkill, exhibiting forcibly its beautiful scenery, will be obtained.

On the southern side, at the distance of little more than a mile, is the viaduct of the Columbian railroad; on the northwest is the bridge of the Reading railroad, while the river itself, on the opposite bank, presents the canal boat with its quiet and slow movement, or the rapid locomotive of the Reading railroad with its long train.

This Cemetery is handsomely laid out with gravel walks, and adorned with monuments of great beauty. The lots are inclosed with very neat and beautiful iron railings or chains, and are generally ornamented with the sweetest flowers, shrubbery, &c.—"It is indeed a hallowed place, where affection may delight to deposit the remains of those on whom it has doted."

For tickets of admission to the Cemetery, the reader is referred to J. Jay Smith, Esq., Secretary, and also Librarian of the Philadelphia Librarys South Fifth street.

Monument Cemetery, situated on Broad street, about a mile and a half north easterly from the centre of the city. This Cemetery, containing about 20 acres of land, is exceedingly verdant, dry, and finely situated, being an eminence 100 feet above tide water, and on one of the finest streets or roads in Philadelphia.

It is laid out in a beautiful manner, with walks intersecting each other at right angles, ornamented with trees, shrubbery and flowers, and containing a large number of monuments, some of which are exceedingly imposing. Monuments to Washington and Lafayette are to be raised in a reserved plat in a central position of the Cemetery, which is to be made one of the prominent beauties of this beautiful place; so that the former "Pere la Chaise" has since been appropriately termed Monument Cemetery.

It possesses a very handsome Chapel, adorned with a graceful spire, of a very appropriate sombre color, which may be seen from a considerable distance in the surrounding country; and which is situated on Broad street, answering the purpose of an entrance, as well as a place for religious services.

The Cemetery originally belonged to, and was projected by Dr. John A. Elkington; it is now a corporation, by Act of Assembly, and under the control of a Board of Managers, annually elected by the lot-holders.

There have been about three thousand interments made on these grounds.

Persons are admitted by presenting themselves at the entrance.

PHILADELPHIA TO BALTIMORE.

From Philadelphia to Baltimore there are two routes: one by the Philadelphia, Wilmington and Baltimore railroad, passing through Philadelphia and Chester counties Pa., Newcastle co. Del., and Cecil co. Maryland. to Wilmington; thence, by ferry across the Susquehanna, to Havre de Grace, and by railroad to Baltimore. The other, by steamboat through the Delaware river to Newcastle, thence by railroad to Frenchtown, Cecil co., Md., on Elk river; through Elk river, Chesapeake Bay, and the Patapsco river to Baltimore.

The Phil., Balt. and Wil. railroad was commenced by four distinct companies; but it soon becoming obvious that a union of the various interests was indispensable to the full development of all the advantages which, under judicious management, might be anticipated from this important link in the great Atlantic chain, measures were adopted to reorganize the whole, and the sanction of the different legislatures being obtained, an arrangement was effected by which they were consolidated under the above title.

In the construction of this work, several kinds of rail have been adopted for different sections of the route. The bridge rail, weighing 40 pounds; the T rail, weighing 56; and the heavy bar rail, weighing also 40 pounds per yard, are used throughout the whole, with the exception of a portion of the route between Philadelphia and Wilmington, upon which the heavy plate bar has been laid. The superstructure of the road consists of longitudinal sills, connected by cross-ties, and surmounted by string-pieces, upon which is laid the iron rail.

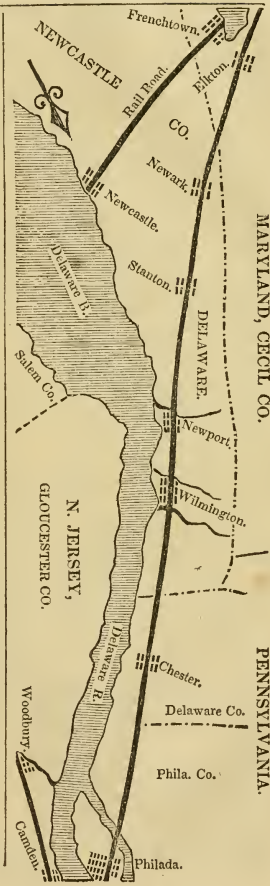
Upon the road are several extensive bridges of the most substantial stone masonry. The whole was completed and opened in 1837, at a cost of $4,800,000. Length 97 miles.

The New-Castle and Frenchtown Railroad. Rail used, T; was commenced in 1830, and completed in 1832, at a cost of $400,000. Length, 16½ miles.

WOODBURY, capital of Gloucester Co., N. J., is situated at the head of navigation on Woodbury Creek, 37 miles S. W. Trenton. It contains a spacious court-house of brick, fireproof county offices, 3 churches, two libraries, and over 100 dwellings. Population about 800.

CHESTER, the capital of Delaware Co. Pa., on Delaware River, 14 miles S. W. Philadelphia, is the oldest town in the State, having been settled before the grant to Penn, of 1681. Chartered in 1701. It contains a court-house and jail, of stone, several places of worship, a bank, an athenæum, several stores, and about 150 dwellings.

WILMINGTON, New Castle Co., Delaware; city and port of entry, is situated between the Brandywine River and Christiana Creek, 2 miles W. of the Delaware, 28 miles S. W. Philadelphia. The position of the city is high, airy and pleasant; it is regularly laid out, the streets crossing each other at right angles. It is supplied with water from the Brandywine by waterworks similar to those of Philadelphia. The city contains a town-hall, 2 markets, 4 banks, a spacious alms-house, a U. S. arsenal, a public library, and 16 churches. The Christiana admits vessels drawing 14 feet of water to the town. The Brandywine has 8 feet water to the mills. There is a bridge over each. The city owns more than 10,000 tons of shipping. The celebrated Brandywine flouring mills are in a village a little distant from the town. Within 10 miles of the city are at least 100 extensive manufactories, rendering it the largest manufacturing district in the Atlantic states, south of Philadelphia. The principal articles manufactured are flour, cotton wool,



paper, iron castings, and powder. The celebrated powder manufactory of E. I. Dupont is on the Brandywine, near Wilmington. The Brandywine Chalybeate Springs are likewise within 5 miles of the city, situated in a highly romantic and rural country. These springs are a great place of resort for invalids and people of fashion during the summer.

Wilmington carries on a brisk trade with Philadelphia. It contains a large number of stores of every description. Population in 1840, 8,367.

NEWPORT is a small town of about 50 houses, 3 miles S. W. from Wilmington.

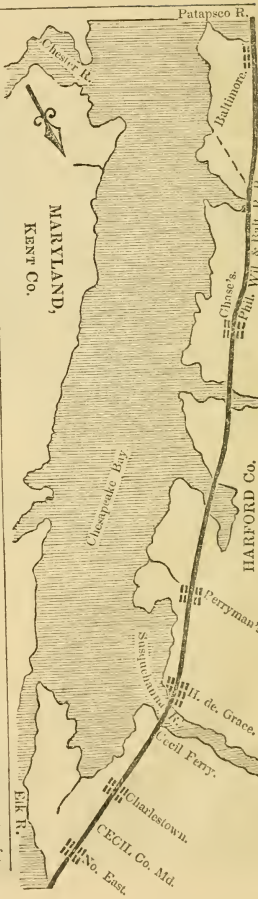
NEWARK, 14 miles S. W. from Wilmington, contains 3 or 4 stores, an academy, and a college, founded in 1833. It is a pleasant village.

NEWCASTLE, capital of Newcastle Co., is situated on the west bank of the Delaware, 36 miles S. W. from Philadelphia. It contains a court-house, jail, townhouse, arsenal, five churches, and a public library of 4,000 volumes. It is the eastern terminus of the Newcastle and Frenchtown Railroad, which has here a large establishment for the manufacture of steam-engines, locomotives, &c., &c. It is surrounded by a beautiful and fertile country. Tonnage of the port in 1840, 3,661. Population 2,737.

ELKTON, the capital of Cecil Co., Maryland, is situated at the head of tide-water on the Elk River, ½ mile south of the Railroad.

FRENCHTOWN, Cecil Co., Md., situated on the east side of the Elk River, one mile from Elkton, is the western terminus of the Newcastle and Frenchtown Railroad.

NORTH EAST is a village of 20 or 30 houses.



BALTIMORE.
REFERENCE.
1 Exchange
Custom House.
2 St. Marys College
3 Baltimore College
4 University
5 Penitentiary.
6 Prison.
7 Battle Monument
8 Washington Mon.t
9 Post Office.
Scale of Feet.
500. 1000. 2000.
Population 102.313.
PATAPSCO RIVER
CITY DOCK
Fish Inspec.
Distillery
Hospital
Monument
Madison
Franklin
Saratoga
Mulberry
Lexington
Baltimore
Pratt
Camden
Conway
Lee
Hamburg
Wash. & Balt. R.R.
Phil. & Balt. R.R.
Depot
Fell's Point
Bank
Wells
Fleet
Market
Aliceanna
Lancaster
Thames
Fell
Craig
Price
Gates
Bond
Caroline
Eden
Couch
Homestead
Pratt
Patterson
Desprez
Chase
Ramsay
Jackson
Public Landing
Bowly's Wharf
Pomfret
Orleans
Holland
Pine
Biddle
Chase
Eager
Oliver
Aisquith
Jefferson
Monument
Hanover
Howard
Eutaw
Liberty
Green
Paca
Pine
Greene
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Oliver
Aisquith
Jefferson
Monument
Hanover
Howard
Eutaw
Liberty
Green
Paca
Pine
Greene
Market
Lombard

HAVRE DE GRACE, Harford Co., Md., is situated on the west side of the Susquehanna, at its confluence with the Chesapeake. The Susquehanna Canal, connecting the Chesapeake with the canals of Pennsylvania, terminates here. It contains a bank, and is a place of some trade. It was burned by the British under Admiral Cockburn, in 1813. Population about 1200.

BALTIMORE,

The third city in size and population in the United States, is situated on the north side of Patapsco River, 14 miles from its entrance into Chesapeake Bay, and 200 miles from the ocean by ship channel, in 39° 17′ 37″ N. lat., and in 76° 37′ 30″ W. long. from Greenwich, and 0° 27′ E. from Washington. 40 miles N. E. Washington, 97 miles S. W. Philadelphia, and 183 miles S. W. New-York.

The population in 1790 was 13,503; in 1800, 26,514; in 1820, 62,738; in 1830, 80,625; in 1840, 102,313, of whom 3199 were slaves.

The city is pleasantly situated on a bay which sets up from the north side of thePatapsco, on gently uneven ground, which gives it a fine drainage, and affording many handsome sites for dwellings, with commanding elevations on the north and east. As laid out, it includes four miles square, but the compact part extends about 2 miles from E. to W., and about 1½ miles from N. to S. The streets are regularly laid out, generally crossing each other at right angles, and are from 50 to 100 feet wide. Baltimore-street is the principal, being 2 miles in length through the centre of the city, and 86 feet wide. It curves a little on the E. side of Jones's Fall, a small stream passing through the city, from north to south, a little east of the centre, over which are three elegant stone bridges, and four wooden ones, connecting the different parts of the city. The houses are generally built of brick, and they evince substantial wealth and general prosperity without any ostentation or attempt at display.

It is well supplied with pure and wholesome water, having in different parts of the city public springs or fountains, inclosed by circular railings, and covered by small neat open temples. Water is also brought from an elevated part of Jones's Falls, in an aqueduct half a mile long, into a reservoir in Calvert-street, whence it is distributed in pipes throughout the city.

The City Hall on Holliday-street, is a plain edifice, three stories high, has a portico and entablature supported by four massy columns, without much pretension to architectural elegance, but is a substantial and convenient building.

The Exchange, between Water and Gay-streets, is a splendid building, 225 feet long by 141 wide, four stories high. The hall where the merchants assemble, is 53 feet square. The building has colonnades of six Ionic columns on its east and west fronts, the shafts of which are single blocks of Italian marble, of fine workmanship, and the whole is surmounted by a dome 115 feet above the street.

The Custom House is entered from Water-street, and has a spacious saloon, divided by three colonnades.

The Court House, corner of Washington and Monument-streets, is a large and commodious two-story building, 145 ft. long by 65 wide, constructed of brick and marble. The building, which is elevated ten or twelve feet above the adjacent streets, is approached in front and rear

by a flight of steps leading to a platform, supporting several Tuscan columns, on which rests a plain entablature, and is surmounted by a cupola of imposing appearance. Its interior arrangements are such as to render it one of the finest court-houses in the United States.

The State Penitentiary, corner of Forrest and Madison-streets, consists of three separate edifices. The centre one being occupied by the keeper and family, and officers and guards; the west wing by the female convicts, and the east wing, containing 320 dormitories, ranged on both sides of the building. There are also ranges of workshops 250 feet long by 25 wide. The prisoners work together during the day, and are confined in separate cells at night.

The County Prison, near the Penitentiary, is a neat building with a semi-octagonal tower at each end, is two stories high, surmounted by a neat cupola.

CHURCHES.

Baltimore contained in 1840, 45 houses of public worship, two of which are particularly distinguished for architectural elegance; the first is,

The Roman Catholic Cathedral, corner of Mulberry and Cathedral-streets, which is in the form of a cross, 190 feet long, its breadth at the arms of the cross, 177 feet, and its height from the floor to the top of the cross which surmounts the dome, 127 feet. The building is well lighted by windows in the dome, which are concealed from the spectators below. There is an elliptical arch between each of the supports of the dome, one of which, at the head of the cross, forms the exterior of a lesser dome above the grand altar. At the west end rise two tall towers, crowned with Saracenic cupolas, resembling the minarets of a Mahometan mosque, between which the architect, Mr. Latrobe, designed to place an elegant Ionic portico, which has not been completed, because of the great expense of the building. This would add greatly to its symmetry and beauty. The high altar is very imposing, both in its architecture and its decorations. This cathedral has the largest organ in the United States, having 6000 pipes and 36 stops.

The Cathedral also contains two splendid paintings; one, the Descent from the Cross, presented by Louis XVI.; and the other, St. Louis burying his officers and soldiers slain before Tunis, presented by Charles X. of France.

The Unitarian Church, corner of Charles and Franklin-streets, is 108 feet long by 78 wide. The front is a colonnade of four Tuscan columns and two pilasters, which form three arcades. From this portico, five bronze doors, in imitation of those of the Vatican at Rome, open, three leading to the body of the building, and two to the galleries. The interior of the church is a square formed by four equal arches of 33 feet span, which support a dome 55 feet in diameter. The summit of the cupola is 80 feet high, terminated by a star of light passing through the glass at the top of the dome, being an imitation of that of the Pantheon at Rome. The organ in external form resembles a lyre.

St. Paul's Episcopal Church, having a lofty tower and steeple; the *First Presbyterian Church*, with two towers, surmounted by cupolas; and the *First Baptist Church*, with an Ionic portico and circular dome, are prominent buildings.

MONUMENTS.

The Washington Monument, at the intersection of Charles and Monument-streets, is the most imposing structure in the city. It consists of a Doric column rising from a base 50 feet square, and 20 feet high. The shaft of the column, which is 180 feet high and 20 feet in diameter, is hollow, having a winding staircase inside, by which it is ascended. This column is surmounted by a colossal statue of Washington. The whole is of white marble. From the top is a commanding view of the city and environs.

The Battle Monument, at the corner of Calvert and Fayette-streets, was erected in 1815, to the memory of those who fell in defending the city when attacked by the British in 1814. The base is Egyptian, rising to the height of 20 feet. On each front is an Egyptian doorway, and the whole is surmounted with a deep overhanging cornice with the winged globe and other Egyptian symbols. Above the base the column rises in the form of a Roman fasces, on the bands of which are inscribed in letters of gold, the names of those who fell in the battle it commemorates. The whole is surmounted by a beautiful female figure, emblematical of the city of Baltimore. The monument is constructed of fine white marble, and its entire height is 52 feet.

These with several other monuments have caused Baltimore to be denominated the Monumental City.

The LITERARY AND SCIENTIFIC INSTITUTIONS of Baltimore are various and respectable.

The Maryland Institute was established for the promotion of the mechanic arts, &c., and has a fine chemical laboratory, and a very complete philosophical apparatus.

The Maryland Academy of Science and Literature, is located in the Athenæum buildings.

The Maryland University, Lombard-street, between Green and Paca-streets, was incorporated in 1812, and Baltimore College has been merged into it. It is well supplied with professors, and has medical and law departments, which are respectable. *The Baltimore Eye Infirmary* is connected with the medical part of it.

St. Mary's College, corner of Franklin and Green streets, under the direction of the Catholics, was founded in 1799. It has a President, twenty-four Professors or other instructors, and a library of 12,000 volumes. Commencement, third Tuesday in July.

Among the other institutions are *McKimm's Free School*, occupying a Gothic building, built after the model of a temple of Athens; the *Oliver Hibernian Free School*, designed mainly by its founder for the education of the children of Irishmen; the *City Library* and the *Apprentices Library*.

The charitable and benevolent institutions are numerous. Among these, the Hospital, in the northwestern suburb of the city, a commodious building, commanding a fine view of the city and surrounding country, the almshouse, the city dispensary, and several orphan asylums, are conspicuous.

The Commerce of Baltimore is extensive. It possesses most of the trade of Maryland, half that of Pennsylvania, and a portion of that of the Western States. The harbor, which is very fine, consists of three ports. The entrance to it, between Fort McHenry and the Lazaretto,

is 600 yards wide, with 22 feet water. This depth is continued with an increased width for a mile and a quarter, to Fell's Point, where the width is contracted to one-fourth of a mile. This is the entrance to the second harbor which is here about twelve feet deep, but it widens above into an ellipse a mile and a half long, half a mile wide, and 15 feet deep. The third, or inner harbor, has a depth of 10 feet, and penetrates to near the centre of the city; is defended by Fort McHenry, at the entrance of the outer harbor, which successfully resisted a powerful attack by the British fleet during the last war.

Vessels of 5 or 600 tons can lie at the wharves near Fell's Point, and those of 200 tons can come up to the town.

Baltimore is the third or fourth city in point of commerce in the United States. As a market for tobacco, it is second to none in the world, and it is the greatest flour market in the world. In 1840, there were inspected 77,918 barrels. Its tonnage was 76,022. It had nine banks, besides savings banks—aggregate capital, $2,500,000; and nine insurance companies, capital, $2,450,000.

The Manufactures of Baltimore are not less extensive than its commerce. A great amount of water power is obtained from Jones's Falls and the Patapsco. In 1840, there were within twenty miles of the city sixty flouring mills, besides numerous manufactories of cotton, cloth, powder, paper, iron, copper, glass, steam engines, tobacco, chemicals, &c. &c., with a total amount of capital employed of $2,720,983.

Its Communication with the surrounding country is greatly facilitated by several important railroads. The Washington, Baltimore and Ohio Railroad, extending to Washington, 38 miles; the Baltimore and Ohio Rail Road, which is designed to terminate at Wheeling, on the Ohio river; the Baltimore and Susquehanna Rail Road, to York, Pa., and the Philadelphia Wilmington and Baltimore road.

Baltimore was originally settled by the Catholics; first laid out as a town in 1730; in 1765 contained only 50 houses, and was chartered in 1797. Few towns in the United States have risen more rapidly. It sustained, during the last war, a combined attack by a British force of about 12,000 men and 40 or 50 vessels. Sixteen ships of the British squadron bombarded Fort McHenry for twenty-four hours, but were repulsed, and drew off. About 9,000 troops landed at North Point on the 12th of September, and proceeded to within six miles of the city, where they were met and opposed by the Baltimore brigade under General Stryker, consisting of 3200 men; a severe battle ensued, and the British commander, General Ross, was killed early in the engagement. The Americans retreated towards the city on the 13th, and were slowly followed by the enemy But fearful lest their retreat should be intercepted, (which was in contemplation,) they precipitately retired on board their fleet, and left the Chesapeake.

FROM BALTIMORE TO WASHINGTON,

By the Washington Branch of the Ohio Rail Road, which leaves the main line at Patapsco river, proceeds in a general southwest direction, and terminates on Pennsylvania Avenue, distant 38½ miles from Baltimore. The H rail, weighing 40 lbs. to the square yard, is used, resting upon a wooden string-piece. The road was completed and opened for travel, August 25, 1845 at a cost of $1,650,000.

ELKRIDGE, Anne Arundel co. Md. is situated on the S. W. side of the Patapsco, at the head of tide-water. The Washington Branch railroad crosses the river to Baltimore over a splendid viaduct, 700 feet long, resting on eight granite arches, 58 feet above the river. The village contains a lyceum, public library, and several manufactories. It is a great depository for tobacco.

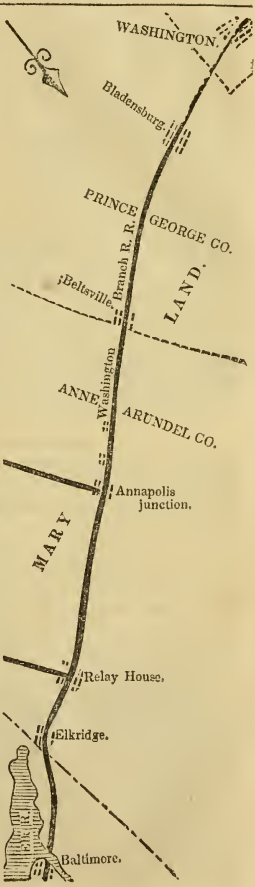
At ANNAPOLIS JUNCTION, 18 miles from Baltimore, near the Savage Factory, the Annapolis and Elkridge railroad, which terminates at Annapolis, distant about 20 miles.

BELTSVILLE, 28 miles from Baltimore, is a small village.

BLADENSBURG, Prince George county, Md. 6 miles N. E. from Washington, contains 3 churches, an academy, several stores, 60 dwellings, and about 400 inhabitants. There is a mineral spring in the village. Commodore Barney, with a few marines, here made a brave resistance to the British in their advance to Washington City in 1814, but was overpowered by greatly superior numbers.

DISTRICT OF COLUMBIA.—This territory, 10 miles square, is situated on both sides of the Potomac river, about 200 miles from the ocean, lying between the States of Maryland and Virginia, and ceded by them to the United States in 1790, for the purpose of becoming the seat of the Federal Government. It is under the immediate jurisdiction of Congress, and contains the cities of Washington, Georgetown and Alexandria.

The site was selected by Washington, in accordance with a clause in the constitution which gives Congress the power to exercise exclusive legislation in all cases over such District, not exceeding ten miles square, as may by the cession of



particular States, and the acceptance of Congress, become the seat of government of the United States. The location was happily chosen, it being central to the Atlantic States, and easily accessible from the Western States. The surface is gently undulating, with some low marshes, but many commanding eminences, furnishing extensive and fine views. The soil is naturally sterile, but the climate is healthy and the air salubrious.

The commerce of the District is considerable; but having the large city of Baltimore in its immediate vicinity, with superior advantages, it can never become very extensive. It has ready access to the ocean by the fine river, the Potomac, which is navigable for vessels of the largest class to Alexandria, 6 miles below Washington, where it is a mile wide, and from 30 to 50 feet deep; and vessels of a large class come up to the U. S. Navy Yard, at the junction of the E. branch with the Potomac at Washington.

There are two colleges in the District. Georgetown College, a Roman Catholic institution, was founded in 1799. The Columbian College, under the direction of the Baptists, was founded in 1821.

The District is divided into two counties, separated by the Potomac; Washington County being on the north, and Alexandria County on the south of it; the former was taken from Prince George and Montgomery counties, Maryland, and the latter from Fairfax county, Virginia. In Washington county, the laws of Maryland are in force, and in Alexandria county the laws of Virginia, excepting where they are superseded by the special acts of Congress.

WASHINGTON CITY,

The Capital of the United States, is in 38° 53′ 23″ N. lat., and 77° 1′ 24″ W. long. 38 miles S. W. Baltimore, 136 miles S. S. W. Philadelphia, 225 miles S. W. New-York, 432 miles S. W. Boston, 856 miles E. St. Louis, 544 miles N. N. E. Charleston, 1203 miles N. E. New Orleans. Its population in 1800, was 8,202; in 1820, 13,247; in 1830, 18,827; in 1840, 23,364, of whom 1713 were slaves. It is situated on the east side of the Potomac, at the junction of the Anacostia, or eastern branch, 295 miles from the ocean, by the course of the river and Chesapeake. The two rivers, at the junction of which it stands, add to its natural beauty, and afford great facilities for its commerce, which is not extensive. In addition to commerce and manufactures, large European capitals are extensively aided by luxurious and expensive courts; which last source of prosperity it is to be hoped Washington will for ever want.

The city is encompassed by a fine range of hills, forming a natural amphitheatre, covered in part with trees and underwood, and presenting to the eye verdant and cultivated slopes. These elevations afford beautiful sites for villas and private residences, and command an extensive and varied prospect of the city, the surrounding country, and of the meanderings of the Potomac, as far as the eye can reach. These things, doubtless, attracted the eye of the father of his country, at whose suggestion this spot was early fixed on as the future capital of the nation; and though its growth has been less than was once anticipated, it has been considerable, and is increasing.

It enjoys two important requisites for health, pure air and good water; and there is sufficient refined and elegant society, particularly during the session of Congress, to render it a pleasant place of residence.

The ground on which the city stands, originally belonged to the State of Maryland, and was ceded to the United States on the 23d of December, 1788; and the original owners of the soil surrendered to government the ground to be laid out as a city, and gave one-half of the lots for the purpose of raising funds for the erection of the necessary public buildings. Three commissioners were appointed in January, 1791, who proceeded to plant the corner-stone at Jones's Point. It was laid out on a magnificent plan by Andrew Ellicot, but it is but very partially built on.

The general elevation of the ground on which the city is built, is about 40 feet above the level of the river, and there are some moderate elevations, on one of which is built the Capitol, and on another the President's house.

It is regularly laid out, with streets running north and south, crossed at right angles by others running east and west. But the different parts of the city are connected by broad avenues, which traverse the rectangular divisions diagonally. Where the intersection of these avenues with each other and with the streets would form many acute angles, considerable rectangular or circular open grounds are left, which give the city a very open appearance.

The avenues and streets leading to important public points, are from 120 to 160 feet, and the other streets from 70 to 110 feet wide. The avenues are named after the States of the Union; the other streets beginning at the Capitol, are denoted by the letters of the alphabet, as A north, A south, &c.; and east and west they are designated by numbers, as 1st east, 1st west, &c.

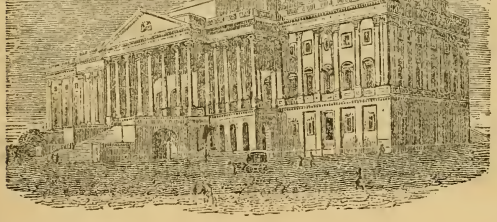
Pennsylvania Avenue, from the Capitol to the President's house, contains the most dense population, is Macadanized, has a fine flagged side-walk on one side, and is much the handsomest street in the city.

Five avenues radiate from the Capitol, and five others from the President's house; giving these prominent places the most ready communication with all parts of the city.

PUBLIC BUILDINGS.

The public buildings of Washington have a magnificence becoming a great nation.

The Capitol is the finest building in the United States, and not infe



rior to any senate-house in the world. It is elevated 73 feet above tide water, and affords a commanding view of the different parts of the city and of the surrounding country. The building is of freestone, and covers an area of more than an acre and a half; the length of the front is 352 feet, including the wings, the depth of the wings is 121 feet. The projection on the east or main front, including the steps, is 65 feet wide; and another on the west front, with the steps, is 83 feet wide. In the projection on the east front there is a splendid portico of 22 lofty Corinthian columns, 38 feet high; and in the west front there is a portico of 10 Corinthian columns. The height of the building to the top of the dome is 120 feet.

Under the dome in the middle of the building is the rotunda, 95 feet in diameter and of the same height; adorned with sculptures in stone panels, in bold relief, containing groups of figures representing—Smith delivered by Pocahontas; the Landing of the Pilgrims; the conflict of Boone and the Indians; and Penn treating with the Indians: and four magnificent paintings by Trumbull, with figures as large as life, representing—the Presentation to Congress of the Declaration of Independence, in which all the figures are correct likenesses; the Surrender of Burgoyne to General Gates; the Surrender of Cornwallis at Yorktown, and Washington resigning his commission to Congress at Annapolis. To these have recently been added the Baptism of Pocahontas, by Chapman; the Embarkation of the Pilgrims, by Weir; and the Landing of Columbus, by Vanderlyn.

These paintings possess great merits as works of art.

On the west of the rotunda is the library-room of Congress, 92 by 34 feet, and 36 feet in height, containing in arched alcoves over 30,000 volumes. The foundation of this library, after the burning of the Capitol and its library in the last war, was laid by the purchase of the entire private library of Mr. Jefferson, consisting of about 7,000 volumes, many of them rare and valuable, for $23,000.

In the second story of the south wing of the Capitol, is the hall of the House of Representatives, of a semi-circular form, 96 feet long and 60 feet high, with a dome supported by 24 beautiful columns of variegated marble, from the Potomac, with capitals of Italian marble of the Corinthian order. The room is ornamented with some fine statuary and paintings, and the whole furniture is elegant.

The Senate chamber is in the second story of the north wing, and is semi-circular like that of the representatives, but smaller, being 78 feet long and 45 feet high. A magnificent chandelier hangs in the centre of the room.

Below the Senate chamber, and nearly of the same form and dimensions though much less elegant, is the room of the Supreme Court; there are in the building 70 other rooms for the accommodation of committees and officers of Congress.

The grounds of the Capitol are spacious, containing 22 acres, highly ornamented with gravelled walks, shrubbery, trees, a naval monument ornamented with statuary, erected in honor of the youthful officers who fell in the battle of Tripoli; Greenough's statue of Washington; and fountains; and the whole is inclosed with an iron fence.

The north wing was commenced in 1793, and finished in 1800, at a cost of $480,262; the south wing was commenced in 1803 and completed in 1808, at an expense of $303,808. The centre building was commenced and completed since the last war, and the whole building with the exception of the walls, has been re-built.

The whole cost of the building and its accompaniments has exceeded $2,000,000.

The President's House is an elegant edifice of freestone, two lofty stories high, at the intersection of Pennsylvania, New York, Connecticut and Vermont Avenues, and stands near the centre of a plat of ground of 20 acres, at an elevation of 44 feet above high water. The entrance front faces upon Lafayette square. The southern front presents a fine view of the improved parts of the city, the Potomac river and bridge, and the opposite shores of Maryland and Virginia. The building is 170 feet front and 86 deep. The north front is ornamented with a fine Ionic portico of four lofty columns, projecting with three columns. The south or garden front is varied by having a rusticated basement, and by a semi-circular projecting colonnade of six Ionic columns, with two flights of steps leading from the ground to the level of the principal story. The apartments within are admirably fitted to their purpose, and elegantly furnished.

On the east side of the President's House are two large buildings, and on the west side two others, for the state, war, treasury and navy departments.

The General Post-office and the Patent office are also extensive buildings; these, with the new Treasury building, have been recently erected to supply the place of those which were burned a few years since. *The Treasury Building* contains 250 rooms. It has a splendid colonnade 457 feet in length. *The General Post-office* contains about 80 rooms, and is of the Corinthian order, with columns and pilasters on a rustic base. *The Patent Office* in addition to other spacious apartments, has one room in the upper story upwards of 400 feet long and 65 feet wide. It is regarded as one of the most splendid rooms in the United States, and is devoted to the grand and increasing collections of the National Institution. The portico of this building is of the same extent as that of the Parthenon at Athens, consisting of 16 columns in double rows, 59 feet high.

The National Institution for the promotion of science was organized in 1840. The President of the United States is patron; the heads of the departments constitute six directors on the part of the government, and six literary and scientific gentlemen are directors on the part of the institution. Its collection is deposited in the large room of the Patent Office. The United States exploring expedition added largely to its stock of curiosities. It also possesses the fine collection of Indian portraits painted from the original heads by King, formerly kept in the War Office. The Historical Society and the Columbian Institute have united with it their valuable libraries and collections.

The Columbian College is pleasantly situated on elevated ground north of the President's house, about two miles and a half from the Capitol. Its buildings are the college edifice five stories high including the basement and attic, two dwelling-houses for professors, and a philosophical hall, all of brick. It has a medical department attached to it, with an edifice at the corner of Tenth and E streets. The commencement is on the first Wednesday of October. The college was incorporated in 1821. It is under the direction of the Baptists.

The Navy Yard is on the eastern branch of the Potomac, about three-quarters of a mile south-east of the Capitol, and covers 27 acres of ground. It has houses for the officers, and shops and warehouses, two large ship-houses, a neat armory, and every kind of naval stores. One 74 gun ship and four frigates of 44 guns each have been built here. The navy magazine is a substantial brick edifice.

There are also in the city a City Hall, Hospital, Penitentiary, &c., &c.

The Washington Monument now being erected, will be 600 feet high, and its base 250 in diameter.

The Congressional Burying Ground is in the eastern section of the city, about a mile and a half from the Capitol, containing ten acres of ground. The grounds are tastefully laid out. It has already become the final resting place of a considerable number of eminent men, has some fine monuments, and contains a vault in which bodies are placed that are awaiting removal.

Washington is separated from Georgetown by Rock Creek, over which are two bridges. A substantial bridge on piles over a mile in length crosses the Potomac leading to Alexandria. There is also a bridge over the Anacostia.

The Washington canal, connecting the Potomac with the Chesapeake and Ohio canal, has here several basins, which with the canal are walled in with stone on both sides. It cost $230,000.

The city contained, in 1845, 21 places of worship, two orphan asylums, three banks with an aggregate capital of $1,530,000, and two in surance companies with a total capital of $450,000.

The seat of the federal government was removed to this city in 1800, and Congress assumed the jurisdiction of the district on the 27th February, 1801. The district was the theatre of important events during the last war. For the protection of Washington a military district embracing Maryland, Columbia, and a part of Virginia, was established, and the command of it given to General Winder of Baltimore. One thousand regular troops were placed at his disposal, and he was authorized to call to his aid 15,000 militia. In the beginning of August, 1814, the British received a reinforcement by the arrival of many vessels of war and a large number of troops in the Chesapeake. Of this force several frigates and bomb vessels were ordered to ascend the Potomac; another division under Sir Peter Parker was directed to threaten Baltimore; the main body ascended the Patuxent as far as Benedict, where on the 19th of August 5,000 men, commanded by General Ross, were landed.

In the meantime General Winder called on the militia to resort to his standard; but they were exceedingly remiss in obeying his summons. On the 22d of August not more than 2,000 had assembled. At the head of these and of 1,000 regulars he took a position not far from the enemy, intending to prevent their progress into the country.

Gen. Ross marching through a scattered population, advanced towards Washington, and the Americans retired before him. A stand was made near Bladensburg. The militia fled on the approach of danger; but Commodore Barney, who had commanded a flotilla of gunboats on the Patuxent, burned them lest they should fall into the hands of the enemy, and had, with his seamen and marines, joined the land forces, withstood the enemy, and not only maintained his ground, but compelled the enemy to give way. But the brave little band, finding themselves deserted by the militia, their commander wounded, and surrounded by the enemy, were compelled to surrender. The retreating forces were ordered to assemble on the heights near the Capitol, and there they were joined by a body of Virginia militia. But General Winder considering his forces too weak to oppose effectual resistance, retreated to the heights of Georgetown.

Washington, thus left defenceless, was deserted by the President, the

heads of departments, and most of the citizens. On the 24th, at 8 o'clock in the evening, the enemy entered the city, and at 9, the Capitol, the President's House, the Navy Yard, with its contents, and most of the public offices, as well as many other buildings, were set on fire and destroyed. The Patent Office was spared at the intercession of its principal, who represented that it contained a vast number of models of the arts which could never be replaced. The valuable library of Congress, in the Capitol, was consumed, as well as many works of taste, and elegant specimens of the fine arts.

On the evening of the next day, the British left the city, and returned unmolested to Benedict, where, on the 30th, they re-embarked on board their vessels. Their loss, during the incursion, including deserters, and such as died from fatigue on the march, exceeded 800.

The capture of Washington reflected disgrace on those by whom it ought to have been defended.

The destruction of the national edifices attached a still darker stigma to the character of the enemy. The whole civilized world exclaimed against the act as a violation of the rules of modern warfare. There was no excuse for this terrible conflagration, this Vandal warfare: and an indignant spirit pervaded the republic. The friends of the government were increased, and a determination manifested to overpower the enemy of the country.

The squadron which ascended the Potomac met with even less resistance than that which ascended the Patuxent. Alexandria capitulated on its arrival, delivering up all its shipping and merchandise. Stimulated by this success, Gen. Ross proceeded to attack Baltimore on the 12th of September, where he was killed, and his army signally defeated.

Having now accompanied the traveller to the end of our proposed journey, we take our leave, wishing him a pleasant and safe journey to *his* destination, with our thanks for his kind patronage, proposing to ourselves to extend our travels with him at some future day further south. Meanwhile, if his avocations, or the pursuit of pleasure, should at any time lead him to make a journey up our magnificent Hudson, he will always be able, with a little inquiry, to procure our company in that direction at the moderate charge of twelve and a half cents. We also propose, in the fall of the present year, to furnish him with a guide from Albany to Buffalo, (which is now in progress)

Further, if we have had the good luck to afford to him entertainment and instruction, he will please bear in mind that he has *obtained it at the very moderate price charged in a great measure owing to the liberality of those advertisers who have made our little book the medium of communication with him.* If his journeys to New York or Philadelphia be journeys of business, we feel very sure a call on them will convince him that their claims to his patronage will merit all we could say of them.

Here, also, we may as well state, that our descriptions are compiled from the very best authorities, attainable mainly, however, from the very valuable Geographical Dictionary of McCulloch, published by Messrs. Harper & Brothers, of this city, from which, by the kind permission of the publishers, we have made very liberal extracts.

STREET AND AVENUE DIRECTORY

OF THE

CITY OF NEW YORK.

(*Corrected May* 25th, 1848.)

Entered according to Act of Congress, in the year 1847, by H. Wilson, in the Clerk's office of the District Court of the United States for the Southern District of New-York.

Explanation.

If you wish to find the location of any dwelling house or store,—for instance, No. 80 Allen-street, on consulting the Street Directory, you will observe that 68 Allen is on the right-hand of that street and on the corner of Grand, and 88 Allen is on the right-hand corner of Broome: hence the desired number 80 Allen, will be on the right-hand side of Allen-street, between Grand and Broome.

Or suppose that you are going up Broadway and wish to take a cross street so as to call at 128 Bowery: on examination (see Bowery) of the corner numbers in the Bowery, you will observe that 127 Bowery is on the corner of the Bowery and Grand;—hence, by passing from Broadway through *Grand-street* to the Bowery, you are opposite to the desired number, 128.

NOTE.—The streets above Twelfth-street are divided by Avenue 5th, into East and West—as East Thirteenth, West Thirteenth—and the streets located as above described will be found, therefore, in this work under East and West.

Abbreviations.

Al or A	Alley	L	Lane	Pl or P	Place
Cem	Cemetery	M	Market	Rt	Right
Ch	Church	Op	Opposite	R	Road
Ct	Court	O S P	Old State Prison	Sq or S	Square
H	House	Pk	Park	Un	University

Abingdon Pl. On Troy street, commences at Hudson, runs to Greenwich.

Abingdon Sq. On Bleecker, Hudson, and Av. 8th.

Left. Rt.

— 1 Bank

— 4 Avenue 8th

— Hudson

Adams Pl, west side of Laurens, between Prince and Spring.

Albany, commences at 122 Greenwich, runs west.

Left. Rt.

2 1 Greenwich

12 13 Washington

26 23 West

Albion Pl, com. 361 Fourth c. Av. 3d, runs to 412 Fourth.

Left. Rt.

— 1 Bowery

— 12 Av. 2d

Allen, from 122 Division, north to Houston.

Left. Rt.

1 2 Division

13 12 Walker

39 38 Hester

69 68 Grand

87 88 Broome

113 114 Delancy

145 140 Rivington

175 178 Stanton

213 208 Houston

Amity, from 681 Broadway, west to Avenue 6th.

Left. Rt.

2 1 Broadway

6 13 Mercer

26 27 Greene

42 44 Wooster

69 61 Laurens

76 77 Thompson

100 95 op. Sullivan

114 113 Macdougal

142 141 Avenue 6th.

Amity Place, on Laurens st. and from 207 c. Bleecker, to 232 Laurens c. Amity from 135 Bleecker to 60 Amity.

Amity Pl. an Alley crosses Wooster at

209 & 210, & Greene at 193 and 194, contains about 17 houses

Amos, from Av. 6th west.

Left. Rt.

Jeff. 1 Av. 6th
Mkt. 25 G'wich Av.
44 53 Factory
86 87 Fourth
116 115 Bleecker
146 143 Hudson
164 165 Greenwich
180 187 Washington
204 211 West

Ann, from 220 B.way east to Gold.

Left. Rt.

1 2 Broadway
19 — Theatre Al.
31 34 Nassau
71 70 William
87 88 Gold

Anthony, from 74 Hudson, east to Orange.

Left. Rt.

1 2 Hudson
27 26 West B.way
63 62 Church
91 84 Broadway
115 114 Elm
133 134 Centre
147 150 Little Water
— 168 Orange

Astor Pl. formerly Art street, from 746 B.way, east to Bowery between Fourth and Eighth street.

Attorney, from 260 Division, north to Houston.

Left. Rt.

1 2 Division
23 18 Grand
43 46 Broome
73 78 Delancy
111 110 Rivington
141 142 Stanton
179 178 Houston

Avenue A, continuation of Essex, & from 315 Houston, north to East River.

Left. Rt.

1 2 Houston
3 — First
21 22 Second
37 32 Third
Fourth
Fifth
Sixth
Tomp. Sq. { Seventh
Tomp. Sq. { Eighth
Tomp. Sq. { Ninth
Tenth
175 178 Eleventh
Twelfth
E. 13th
E. 14th

Avenue B, continuation of Clinton, & from 239 Houston North to E. R.

Left. Rt.

2 1 Houston
14 17 Second
34 29 Third
52 51 Fourth
Fifth
84 83 Sixth
— 101 Seventh
Tomp. Sq. { Eighth
Tomp. Sq. { Ninth
— 170 Tenth
— 184 Eleventh
— 204 Twelfth
E. 13th

Avenue C, continuation of Pitt st. and from 177 Houston, n. to E. River.

Left. Rt.

1 2 Houston
9 10 Second
27 22 Third
45 44 Fourth
65 60 Fifth
93 94 Sixth
109 108 Seventh
129 — Eighth
Ninth
Tenth
Eleventh
Twelfth

Avenue D, continuation of Columbia, and from 111 Houston N. to E. R.

Left. Rt.

— 2 Houston
1 — Second
17 16 Third
37 38 Fourth
57 56 Fifth
77 78 Sixth
93 94 Seventh
107 108 Eighth
125 126 Ninth
139 140 Tenth

Avenue 1st, continuation of Allen st. and from 379 Houston n. to Harlem R.

Left. Rt.

1 2 Houston
11 10 First
31 30 Second
49 50 Third
73 — Fourth
87 Fifth
97 108 Sixth
109 126 Seventh
— 144 Eighth
165 162 Ninth
181 189 Tenth
199 200 Eleventh
219 224 Twelfth
242 E. 13th
E. 14th
E. 15th
298 E. 16th
314 E. 17th

Avenue 2d, continuation of Chrystie, and fr. 451 Houston, N. to Harlem R.

Left. Rt.

1 2 Houston
Cem 18 First
35 36 Second
51 52 Third
67 70 Fourth
83 84 Fifth
101 100 Sixth
115 114 Seventh
127 128 Eighth
143 142 Ninth
157 154 Tenth
Eleventh

Twelfth
E. 13th
E. 14th

Avenue 3d, from 397 Bowery north to Harlem R. but the Nos. commence at

Left. Rt.

2 1 Seventh
— 19 St. Marks Pl. (Eighth st.)
18 — Astor Place
26 25 Stuyvesant
32 33 Ninth
50 51 Tenth
66 67 Eleventh
86 85 Twelfth
110 107 E. 13th
128 129 E. 14th
148 149 E. 15th
—169½ E 16th
182 185 E. 17th
196 207 E. 18th
214 219 E. 19th
228 239 E. 20th
246 259 E. 21st
266 277 E. 22d
278 295 E. 23d
296 315 E. 24th
312 329 E. 25th
328 343 E. 26th
346 359 E. 27th
362 387 E. 28th

Avenue 4th, continuation of Bowery N. to Harlem R.

Left. Rt.

2 op. 1 Sixth
— 17 Seventh
36 31 Eighth
54 55 Ninth
74 73 Tenth
90op.91 Eleventh
118 109 Twelfth
134 129 E. 13th
156 153 E. 14th

Avenue 5th, fr. Waverley Pl. N. to Harlem River.

Left. Rt.

— — Waverley Pl.
2 1 An Alley
7 Eighth Clin Pl
23 Ninth
33 Tenth
Eleventh
59 Twelfth
70 E. 13th
86 E. 14th

Avenue 6th, fr. Carmine st. North to Harlem River.

Left. Rt.

1 — Carmine
— 2 Minetta L
27 Ch op Amity
47 46 Fourth
69 64 Barrow
81 84 Waverley Pl
— 108 Eighth
109 — G.wich Av
— 126 Ninth
143 — Amos
— 144 Tenth
161 162 Eleventh
181 184 Twelfth
199 204 W. 13th
221 220 W. 14th
239 230 W. 15th
261 — W. 16th
W. 17th
275 W. 18th
W. 19th
W. 20th
337 338 W. 21st
355 354 W. 22d
373 W. 23d
389 W. 24th

Avenue 7th, fr. Greenwich Av N. to Harlem River.

Left. Rt.

Not Numbered. G.wich Av
Eleventh
Twelfth
W. 13th
W. 14th
W. 15th
W. 16th
W. 17th
W. 18th

Avenue 8th, fr. Abingdon sq. North to Harlem River.

Left. Rt.

— 1 Abingdon sq
Sq 10 Troy
29 30 Jane
45 40 Fourth
49 50 Horatio
63 52 W. 13th
77 78 W. 14th
101 98 W. 15th
125 122 W. 16th
141 142 W. 17th
159 160 W. 18th
175 176 W. 19th
193 196 W. 20th
213 210 W. 21st
231 230 W. 22d
251 250 W. 23d
273 272 W. 24th
287 288 W. 25th

Avenue 9th, fr. Gansevoort north to Harlem River.

Left. Rt.

Gansevoort
W. 13th
11 12 W. 14th
27 28 W. 15th
47 48 W. 16th
67 66 W. 17th
83 84 W. 18th
97 96 W. 19th
Pro E } W. 20th
Sem'y }
Chelsea W. 22d

Avenue 10th, con. of West, north to Harlem River.

Left. Rt.

— 18 Twelfth
— 32 W. 13th
49 50 W. 14th
59 60 W. 15th
85 84 W. 16th
101 102 W. 17th
— 118 W. 18th
137 134 W. 19th
151 W. 20th
167 W. 21st
181 W. 22d

Bank, fr. 95 Greenwich Av. west to Hudson River.

Left. Rt.

2 1 G.wich Av
— 8 Factory

* Above this the even Numbers on the left.

38 39 Fourth
74 71 Bleecker
— 79 Hudson
88 91 Greenwich
128 127 Washington
150 151 West

Barclay, from 220 Broadway, west to North River.
Left. Rt.
2 1 Broadway
Ch 21 Church
56 53 op Col Pl
70 73 Greenwich
82 87 Washington
106 105 West

Barrow, (called by some *West Washington Pl*) fr. Washington Sq west to N. River.
Left. Rt.
1 2 Macdougal
29 28 Avenue 6th
61 64 Fourth
71 70 Grove
101 104 Bleecker
131 132 Bedford
143 144 Commerce
153 156 Hudson
171 170 Greenwich
181 182 Washington
205 — West

Batavia, from 82 Roosevelt, east to James.
Left. Rt.
2 1 Roosevelt
26 25 James

Battery Pl. from 1 B'way, to North River.
Left Rt.
Batt'y. 1 Broadway
5 Greenwich
— Washington
— West

Bayard, from 82 Division, west to Orange.
Left. Rt.
1 — Division
2 Forsyth
17 18 Chrystie
37 38 Bowery
55 52 op Elizabeth
73 74 Mott
91 92 Mulberry
107 108 Orange

Bayard Place, opens at 794 Washington.

Beach, from 154 West B'way, W. to North River.
Left. Rt.
2 1 W. Broadway
sq 9 St John's L.
— 17 Varick
42 sq Hudson
54 51 op Collister
64 59 Greenwich
— 67 Washington
80 81 West

Beaver, from 8 B. way, E. to Pearl.
Left. Rt.
1 2 Broadway
11 10 New
33 30 Broad
57 58 William
77 76 Hanover
95 92 Pearl

Bedford, from 17 Hamersley, north to Amos.
Left. Rt.
1 2 Hamersley
23 24 Downing
37 38 Carmine
51 52 Burton
65 66 Morton
81 82 Commerce
87 88 Barrow
111 112 Grove
125 126 Christopher

Beekman, fr. 34 Park Row, S. East to East River.
Left. Rt.
— 1 Park Row
Ch 2 Theatre Alley
12 11 Nassau
38 35 William
60 61 Gold
90 91 Cliff
102 101 Pearl
118 117 Water
126 125 Front
138 M South

Benson, from 109 Leonard, North to Franklin.
Left. Rt.
2 1 Leonard
— — Franklin

Bethune, fr. 776 Greenwich west to North River.
Left. Rt.
2 Greenwich
25 Washington
39 West

Birmingham, from 84 Henry south to Madison.
Left. Rt.
2 1 Henry
12½ 13 Madison

Bleecker, fr. 320 Bowery, west, then N. to Avenue 8.
Left. Rt.
2 1 Bowery
10 13 } Elizabeth
18 op }
30 33 } Mott
42 }
52 51 Mulberry
61 Crosby
70 73 Broadway
88 89 Mercer
104 103 Greene
118 117 Wooster
134 133 Laurens
Car. p. 153 Thompson
170 167 Sullivan
186 185 Macdougal
202 203 op Hancock
— 205 Minetta
212 211 op Downing
226 227 Carmine
236½ 241 op Le Roy
250 247 op Cornelia
260 259 op Morton
266 263 op Jones

272 269 op Commerce
278 279 Barrow
294 295 Grove
312 311 Christopher
328 329 Amos
346 347 Charles
368 367 Perry
378 375 Hammond
388 387 Bank
Avenue 8th

Bloomingdale Road, called a continuation of Br'd-way, from 42nd st. north to Manhattanville.

Bond, from 656 Broadway, east to Bowery.
Left. rt.
9 1 Broadway
56 59 Bowery

Bowery, from ter. of Chatham, north to Fourteenth.
Left. rt.
— 1 Division
2 — Doyer
18 — Pell
28 29 Bayard
60 61 Walker
90 93 Hester
122 127 Grand
148 151½ Broome
— 181 Delancy
188 — Spring
— 215 Rivington
230 — Prince
— 247 Stanton
284 279 Houston
— 303 First
318 — Bleecker
— 323 Second
338 — Bond
— 345 Third
346 — Great Jones
364 361 Fourth
378 op 379 Fifth
406 Sixth 385 Vaux. Garden
426 op 423 Seventh
440 — Astor Place
442 437 Eighth
456 455 Ninth
472 473 Tenth
494 op 491 Eleventh
512 509 Twelfth
532 531 E. Thirteenth
552 553 E. Fourteenth

Bowery Place, bet. 47 & 49 Chrystie

Bowl'g Green, from Whitehall west to State.
Left. rt.
1 — Whitehall
7 — State

Brevoort Pl., in Tenth, commencing at Broadway to University pl.

Bridge, from 15 State, east to Broad.
Left. rt.
1 2 State
11 12 Whitehall
39 40 Broad

Broad, from 21 Wall, south to E. River.
Left. rt.
1 2 Wall
21 28 Exchange pl.
59 68 Beaver
— 72 Marketfield
85 — South Will'm
89 90 Stone
— 108 Bridge
101 102 Pearl
105 108 Water
111 122 Front
129 154 South

Broadway, from Battery place north to Forty-second.
Left. rt.
1 — Battery pl.
— 2 Marketfield
— 8 Beaver
27 — Morris
— 58 Exchange pl.
69 — Rector
— 86 Wall
— 106 Pine
113 — Thames
133 124 Cedar
147 146 Liberty
171 — Cortlandt
— 172 Maiden lane
191 — Dey
— 192 John
207 210 Fulton
— 222 Ann
Ast. H. Vesey
229 Barclay
237 Park pl.
247 Murray
260 Park. Warren
271 272 Chambers
287 290 Reade
301 302 Duane
318 Hospital op Pearl
333 334 Anthony
345 op. 344 Cath. L.
347 348 Leonard
363 362 Franklin
379 378 White
399 398 Walker
413 Lispenard
417 416 Canal
431 432 Howard
453 458 Grand
487 486 Broome
529 526 Spring
567 566 Prince
609 608 Houston
641 642 Bleecker
663 op 656 Bond
681 — Amity
— 680 Great Jones
699 696 Fourth
713 Washington pl
729 Waverley pl.
745 op. 746 Astor pl.
755 756 Eighth
769 772 Ninth
785 784 Brevoort pl. Tenth
818 op. Eleventh
827 830 Twelfth
833 832 E. 13th
845 856 E. 14th
Union Place, E. 15th
E. 16th
857 858 E. 17th
869 872 E. 18th
887 888 E. 19th
871 — E. 20th
921 — E. 21st

Broome, from E. River west to Hudson.

Left rt.

1 — E. B
7 2 Tompkins
15 18 Mangin
31 32 Goerck
47 50 Lewis
63 66 Cannon
81 82 Columbia
97 100 Sheriff
115 114 Willett
125 128 Pitt
143 144 Ridge
159 160 Attorney
177 178 Clinton
193 194 Suffolk
209 210 Norfolk
225 226 Essex
241 242 Ludlow
253 258 Orchard
273 274 Allen
291 290 Eldridge
307 304 Forsyth
323 324 Chrystie
335 338 Bowery
355 356 Elizabeth
371 372 Mott
387 386 Mulberry
395 — Centre mkt.pl.
— 406 Marion
403 — Centre
413 416 Elm
427 430 Crosby
439 440 Broadway
451 452 Mercer
467 466 Greene
481 482 Wooster
499 500 Laurens
515 518 Thompson
531 532 Sullivan
537 op. 540 Clarke
561 562 Varick
591 590 Hudson

Burling Slip,— from 234 Pearl south east to E. R.

Left. rt.

1 2 Pearl
11 10 Water
21 24 Front
41 40 South

Burton, from 236 Bleecker west to Le Roy (*recently extended.*)

Now Le Roy street, which see.

Canal, from 157 Centre west to N. R.

Left. rt.

1 2 Centre
9 12 Elm
33 Cortlandt Al.
39 50 Broadway
59 op. 56 Mercer
— 76 Greene
83 — Church
99 op. 92 Wooster
— 112 Laurens
111 — W. Br'dway
— 130 Thompson
125 — Laight
145 op. 148 Sullivan
155 162 Varick
159 — Vestry
193 204 Hudson
221 — Watts
— 220 Renwick
231 238 Greenwich
249 256 Washington
M. M. West

Cannon, from 504 Grand north to Houston.

Left. rt.

1 2 Grand
19 20 Broome
45 46 Delancy
73 72 Rivington
105 104 Stanton
137 136 Houston

Carlisle, from 112 Greenwich west to N. River.

Left. rt.

2 1 Greenwich
10 7 Washington
16 15 West

Carmine, from Av. 6 west to Var'k.

Left. rt.

— 1 Avenue 6
2 — Minetta L.
16 15 Bleecker
50 47 Bedford
78 — Varick
— — Clarkson

Caroline, from 211 Duane north to Jay.

Left. rt.

1 2 Duane
17 15 Jay

Carroll Place, on Bleecker str., and from 134 Bleecker c. Laurens to 153 Bleecker c. Thompson.

Left. rt.

1 2 Laurens
15 14 Thompson

Cartman's Arcade, opens at 171 Delancy.

Catharine, from 1 Division south to Cherry.

Left. rt.

1 2 Division
9½ 12 E. Broadway
27 28 Henry
53 48 Madison
73 op. 74 Monroe
77 op. 76 Oak
op. 90 Hamilton
107 108 Cherry

Catharine Pl. or **Lane,** from 344 Broadway east to 56 Elm.

Catharine Slip, from 117 Cherry south to E. R.

Left. rt.

1 2 Cherry
11 12 Water
23 24 South

Cedar, from 181 Pearl west to N. R.

Left. rt.

2 1 Pearl

38 39 William
74 71 Nassau
90 89 Broadway
96 97 Temple
102 103 Trinity pl.
120 129 Greenwich
128 143 Washington
142 159 West

Centre, from 34 Chatham north to Broome.
Left. rt.
Pk. 2 Chatham
13 14 Chambers
23 Reade
33 38 Duane
49 50 Pearl
75 74 Anthony
89 96 Leonard
(*Tombs*) 110 Franklin
(*Arsenal*) 134 White
149 159 Walker
157 Canal
201 op. 192 Hester
201 200 Howard
225 224 Grand
257 M. Broome

Centre Market Place, from 169 Grand North to Broome and between Centre and Mulb'ry.
Left. rt.
M. 1 Grand
M. 12 Broome

Chambers, from 60 Chatham west to North River.
Left. rt.
2 1 Chatham
17 City Hall Pl.
20 23 Centre
74 71 Broadway
102 99 Church
132 133 W. Broadway
— 137 Hudson
170 171 Greenwich
182 185 Washington
204 205 West

Chapel,—see West Broadway

Charles, from 35 Greenwich Av. west to N. R.
Left. rt.
2 1 Gr'nwich Av.
24 23 Factory
58 53 Fourth
84 — Bleecker
114 111 Hudson
126 125 Greenwich
144 145 Washington
172 171 West

Charles Alley, from Washington to West bet. Perry and Charles.

Charlton, from 29 Macdougal west to N. river.
Left. rt.
2 1 Macdougal
54 55 Varick
84 89 Hudson
112 113 Greenwich
120 119 Washington
128 129 West

Chatham, from 2 Frankfort east to Doyers.
Left. rt.
Pk. 1 Frankfort
34 Centre
60 Chambers
62 67 Duane
108 123 Pearl
116 Orange
135 Roosevelt
148 Mulberry
160 op. 167 James
176 Mott
192 op. 187 Oliver
210 Doyers

Chatham Sq. fr. 2 Catharine west & south to east Broadway.

Chelsea Cottages, in W. 24th between Av. 9 and 10.

Chestnut, from 6 Oak north to Madison.
Left. rt.
1 2 Oak
29 28 Madison

Cherry, fr. Franklin Square east to East River.
Left. rt.
3 Dover
10 — Pearl
44 45 Roosevelt
78 77 James
98 99 Oliver
114 115 Catharine
164 159 Market
208 215 Pike
223 Pelham
254 253 Rutgers
284 285 Jefferson
312 313 Clinton
350 349 Montgomery
374 373 Gouverneur
384 383 Scammel
438 437 Walnut
436 487 Corlears
East River

Christopher, fr. Greenwich Av. west to N. R.
Left. rt.
2 1 Gr'nwich Av.
12 11 Gay
28 33 Factory
Disp. Waverley Pl
64 67 Fourth
88 93 Bleecker
Ch. op. 123 Bedford
130 129 Hudson
142 141 Greenwich
156 151 Washington
186 M. West

Chrystie, from 54 Division north to Houston.
Left. rt.
1 2 Division
11 10 Bayard
41 42 Walker
71 74 Hester
101 100 Grand
127 Ch. Broome
151 142 Delancy

177 178 Rivington
205 202 Stanton
233 Cem. Houston

Church, from 191 Fulton north to Canal.
Left. rt.
2 Ch. Fulton
15 Ch. Vesey
34 Ch. Barclay
Col. — Park Place
58 Ch. Murray
68 65 Warren
72 75 Chambers
94 93 Reade
110 Ch. Duane
126 Thomas
144 147 Anthony
Ch. 161 Leonard
Ch. 173 Franklin
192 191 White
208 207 Walker
222 225 Lispenard
236 235 Canal

City Hall Place from 17 Chambers c. Centre north-east to Pearl.
Left. rt.
2 1 Chambers
16 13 Duane
40 35 Pearl

Clarke, from 540 Broome north to Spring.
Left. rt.
1 2 Broome
19 18 Dominick
31 32 Spring

Clarkson, fr. 228 Varick w. to N. R.
Left. rt.
2 Cem. Varick
28 29 Hudson
54 49 Greenwich
60 61 Washington
80 79 West

Cliff, from 101 John N. E. to Hague.
Left. rt.
1 2 John
37 38 Fulton
53 54 Beekman
71 72 Ferry
97 102 Frankfort
07 op. 108 Hague

Clinton, from 240 Houston, s. to E.R.
Left. rt.
2 1 Houston
32 31 Stanton
70 71 Rivington
— 77 Clinton Alley
104 107 Delancy
136 137 Broome
160 163 Grand
194 —Division
— 193 Hester
198 197 E. Broadway
208 207 Henry
216 217 Madison
232 231 Monroe
252 251 Cherry
Tob. Ins. } Water
ware h. } South

Clinton Alley, from 77 Clinton to 86 Suffolk.

Clinton Place, (Eighth st.) from 755 Broadway, to 54 Eighth.
Left. rt.
2 1 Broadway
12 Mercer
30 Greene
42 41 University pl
64 65 Avenue 5th

Clinton Place, EAST, opens at 44 Clinton st.

Coenties Slip, from 66 Pearl south to E. R.
Left rt.
2 1 Pearl
6 7 Water
18 17 Front
30 33 South

College Place, from 53 Barclay N. to Murray.
Left. rt.
1 c. Barclay
4 Robinson
10 Coll'e Murray

Collister, from 51 Beach n'th to Laight
Left rt.
Not } Beach
num- } Hubert
bered. } Laight

Columbia, from 486 Grand north to Houston.
Left. rt.
1 2 Grand
21 22 Broome
47 46½ Delancy
73 74 Rivington
101 104 Stanton
129 132 Houston

Columbia Pl., south side of Eighth st. bet. Avs. C & D.

Commerce, from 272 Bleecker W. to Barrow.
Left. rt.
2 1 Bleecker
28 27 Bedford
38 37 Barrow

Congress, (*late Smith st.,*) from 14 Hamersley S. to King.

Congress Pl'ce, from Congress street bet. Hamersley and King.

Corlears, from 537 Grand south to E. River.
Left. rt.
2 M. Grand
6 Monroe
26 27 Cherry
38 39 Water

Cornelia, from 179 Fourth W. to Bleecker.
Left rt.
2 1 Fourth
36 37 Bleecker

Cortlandt, from 171 Broadway west to N. River.

Left. rt.
1 2 Broadway
51 50 Greenwich
63 64 Washington
81 82 West

Cortlandt Al., from 33 Canal south to Franklin.

Cortlandt Pl., rear 388 Broadway.

Cottage Place, part of Hancock st. bet. Houston and Bleecker.

Crosby, from 28 Howard north to Bleecker.

Left. rt.
2 1 Howard
24 23 Grand
40 41 Broome
72 71 Spring
108 107 Prince
N. G.* 139 Jersey
144 145 Houston
158 161 Bleecker
*Late Niblo's Garden.

Cross, from 2 Reade east to Mott

Left. rt.
1 Reade
25 Junc. } Duane
of { Centre
42 43 Pearl
53 Little Water
82 81 Orange
98 97 Mulberry
108 107 Mott

Cuyler's Alley, from 28 South, west to Water.

Left. rt.
Front
55 49 Water

Decatur Place, on Seventh st. bet. Av. 1st and Av. A.

Delancy, from 118 Bowery east to E. R

Left. rt.
2 1 Bowery
18 17 Chrystie
34 35 Forsyth
50 53 Eldridge
66 69 Allen
84 83 Orchard
98 97 Ludlow
114 113 Essex
130 131 Norfolk
146 147 Suffolk
164 165 Clinton
178 179 Attorney
194 195 Ridge
212 213 Pitt
228 229 Willett
246 245 Sheriff
264 263 Columbia
282 285 Canal
302 301 Lewis
320 317 Goerck
334 335 Mangin
358 357 Tompkins
East

Depau Row, left side of Bleecker, fm Thompson to 178 Bleecker c. Sullivan.

Depeyster, from 139 Water south to E. R.

Left. rt.
1 2 Water
11 12 } Front
25 20 }
37 32 South

Desbrosses, from 195 Hudson west to N. River

Left. rt.
1 2 Hudson
21 22 Greenwich
31 30 Washington
41 40 West

Dey, fm 191 Broadway west to North River.

Left. rt.
1 2 Broadway
57 60 Greenwich
71 72 Washington
87 88 West

Division, from 2 Bowery east to Grand.

Left. rt.
2 — Bowery
— 1 Catharine
44 45 Chrystie
82 — Forsyth
82 — Bayard
88 op. 83 Market
100 — Eldridge
122 — Allen
134 op. 139 Pike
146 — Orchard
168 — Walker
170 175 Ludlow
182 — Essex
— 191 Rutgers
204 — Norfolk
218 op. 217 Jefferson
228 — Suffolk
240 — Hester
242 241 Clinton
260½ — Attorney
— 277 Montgomery
280 281 Ridge
— 299 Gouverneur
298 — Grand

Dominick, from 19 Clarke west to Hudson.

Left. rt.
2 1 Clarke
20 19 Varick
54 51 Hudson

Dover, from 342 Pearl south to E. R.

Left. rt.
1 2 Pearl
13 16 Water
21 22 Front
29 28 South

Downing, from 212 Bleecker west to Varick.

Left. rt.
2 1 Bleecker
32 33 Ch. Bedford
66 65 Varick

Doyers, from 2 Bowery north to Pell.

Left. rt.

1 2 Chatham
19 18 Pell

Dry Dock-st bet. Av. C and Av. D. and from Tenth to Thirteenth.

Duane, f. 46 Rose west to North River.

Left. rt.

2 1 Rose
10 11 William
18 21 Chatham
28 City Hall Pl.
34 39 Centre
58 59 Elm
92 93 Broadway
124 123 Church
— 149 W. Broadway
164 163 Hudson
Sq. 169 Staple
190 187 Greenwich
196 201 Washington
— 211 Caroline
Sq. 217 West

Dutch, from 49 John, north to Fulton.

Left rt.

1 2 John
19 20 Fulton

East, f'm 576 Grand east to Rivington

Left. rt.

1 Grand
East R. Broome
Delancy
Rivington

East Broadway, from Oliver st. c. Chatham Sq. east to Grand.

Left. rt.

— 1 Oliver
8 — Chatham Sq.
14 17 Catharine
72 73 Market
116 117 Pike
162 161 Rutgers
190 189 Jefferson
218 219 Clinton
260 259 Montgomery
286 287 Gouverneur
— 299 Scammel
300 — Grand
— 311 Sheriff

East Clinton Place opens at Clinton st.

East Court, from Twenty Second n'th to Avenue 6

E. Eighteenth, from Av.5th to East River.

Left. rt.

Avenue 5th
Broadway
— 49 Union Place
Irving Pl.
Avenue 3d
Avenue 2d
Avenue 1st
Avenue A
Avenue B

E. Fourteenth, from Av. 5th to East River.

Left. rt.

1 2 Avenue 5th
29 Union Pl.
32 University Pl.
52 Broadway
64 Bowery
Irving Pl.
110 Avenue 3d
" 2d
" 1st
" A
" B
" C

East Fifteenth, from Av. 5th east to E. River.

Left. rt.

Avenue 5th
Union Place
Irving Place
89 88 Avenue 3d
" 2d
" 1st
" A
" B
" C

E. Nineteenth, from Av. 5th east to E. River.

Left. rt.

Avenue 5th
Broadway
Union Place
Irving Place
98 97 Avenue 3d
" 2d
" 1st
" A
" B

E. Seventeenth, from Av. 5th east to E. River.

Left. rt.

2 1 Avenue 5th
26 — Broadway
48 — Union Pl.
72 75 Irving Pl.
98 99 Avenue 3d
" 2d
" 1st
" A
" B

East Sixteenth, from Av. 5th east to E. River.

Left. rt.

1 2 Avenue 5th
23 24 Union Place
44 Irving Place
70 73 Avenue 3d
" 2d
" 1st
" A
" B

E. Thirteenth, from Av. 5th east to E. River.

Left. rt.

Avenue 5th
University Pl.
Broadway
Bowery
Avenue 3d
" 2d

" 1st
" A
" B
" C
Dry Dock
Avenue D

East Tompkins Place, in Eleventh bet. Avs. A & B. (A row of 4 buildings.)

E. Twentieth, from Av. 5th east to E. River.
Left. rt.
Avenue 5th
14 Broadway
54 55 Avenue 4th
Irving Place
— 89 Avenue 3d
140 " 2d
" 1st
" A
East River

East Twenty-First, fm Av. 5th east to E. River.
Left rt.
Avenue 5th
Broadway
Avenue 4th
Lexington Av.
Avenue 3d
" 2d
" 1st
" A
East River

East Twenty-Second, fr'm Av. 5th east to E. River.
Left. rt.
Avenue 5th
Broadway
Avenue 4th
Lexington Av.
Avenue 3d
" 2d
" 1st
" A
East River

East Twenty-Third, from Av. 5th east to East River.
Left. rt.
Avenue 5th
Broadway
Avenue 4th
Lexington Av.
Avenue 3d
" 2d
" 1st
" A
East River

Eden's Alley, (See Ryder's Alley.)

Eighth, from 96 Avenue 6th, east to E. River.
Left. rt.
1 2 Avenue 6th
| | 36 Macdougal
| | 66 Avenue 5th
For this part of 8 st. see Clint. P. | | Univ'ty. pl.
| | Greene
| | Mercer
| | Broadway
147 | Lafayette Pl.
149 — Bowery
For this part of 8 st. see St. Mk'ks pl. | Avenue 3d
| " 2d
| " 1st
| " A
| " B
| " C
393 394 " D
403 408 Lewis

Eldridge, frm 100 Division, north to Houston.
Left. rt.
1 2 Division
27 28 Walker
55 56 Hester
81 82 Grand
97 100 Broome
121 122 Delancy
145½ 152 Rivington
173 174 Stanton
Cem. 200 Houston

Eleventh, from Av. 7th e. to B way, and from Bowery e. to E. River.
Left. rt.
1 2 Greenwich Av
43 Avenue 6th
113 114 " 5th
141 136 University Pl.
184 Broadway
2 1 Bowery
26 21 Avenue 3d
" 2d
180 181 " 1st
" A
" B
" C
Dry Dock
Avenue D.

Elizabeth, from 52 Bayard north to Bleecker.
Left. rt.
1 2 Bayard
29 28 Walker
63 64 Hester
93 94 Grand
123 122 Broome
157 158 Spring
199 198 Prince
247 246 Houston
271 272 Bleecker

Elm, from 16 Reade north to Spring.
Left. rt.
2 1 Reade
10 Manhattan Pl.
16 17 Duane
32 35 Pearl
50 47 Anthony
56 Catharine La.
62 61 Leonard
74 Franklin
84 *Ar. White
96 97 Walker
105 109 Canal
126 127 Howard
148 149 Grand
176 177 Broome
214 — Spring
*Arsenal.

Essex, from 182 Division, n'th to Houston.
Left. rt.
1 2 Division
25 22 Hester
51 56 Grand
69 — Essex M'kt pl.

73 72 Broome
95 96 Delancy
125 132 Rivington
155 154 Stanton
183 184 Houston

Essex Market Place, rear of Essex M'kt in Grand st. and bet. Ludlow and Essex sts.

Exchange Pl., from Hanover, west to 58 Broadway.
Left. rt.
16 Ex. Hanover
32 37 William
60 61 Broad
66 69 New
76 75 Broadway

Extra, a Lane running north f'm First st. and bet. Bowery & Av. 2d.

Factory, from 156 Waverley Pl., north to Bank.
Left. rt.
Dis- } 1 Waverley Pl.
pen. } 7 Christopher
20 — Amos
36 — Charles
48 49 Perry
— 65 Hammond
78 79 Bank

Ferry, f'm 86 Gold south east to Pearl.
Left. rt.
1 2 Gold
19 Jacob
37 38 Cliff
55 56 Pearl

Ferry Place, fr. 61 Walnut cor. Water, to South.

Fifth, fr. 379 Bow'y to East River.
Left rt.
2 1 Bowery
46 49 Avenue 2d
78 81 " 1st
" A
" B
338 — " C
384 383 " D
408 Lewis

First, fr. 305 Bow'ry east to Houston.
Lefr t.
2 1 Bowery
10 Extra
24 25 Avenue 2d
72 73 Avenue 1st
124 125 Avenue A
Houston

Fisher's Court, rear 22 Oak; 3 buildings.

Fletcher, from 208 Pearl, south to East River.
Left rt.
2 1 Pearl
16 15 Water
30 31 Front
42 43 South

Forsyth, from 84 Division north to Houston.
Left rt.
2 Division
1 Bayard
29 28 Walker
61 60 Hester
91 90 Grand
109 108 Broome
131 134 Delancy
163 164 Rivington
191 192 Stanton
Ch. Ch. Houston

Fourth, from Thirteenth, east to East River.
Left rt.
Not numb. } Thirteenth
Horatio
Avenue 8th
3 2 Jane
1 Troy
33 32 Bank
47 46 Hammond
61 62 Perry
75 Charles
93 92 Amos
106 Christopher
Sq. 116 Grove
137 132 Barrow
150 Jones
170 Cornelia
177 174 Avenue 6th
Was Sq. 198 Macdougal
238 Thompson.
277 276 Wooster
293 296 Greene
309 310 Mercer
323 322 Broadway
347 348 Lafayette pl
379 378 Bowery
415 416 Avenue 2d
467 470 " 1st
" A
496 " B*
Ch. 537 " C
590 591 " D
620 621 Lewis
626 625 East River

* Here the even numbers change from right to left.

Frankfort, from No. 1 Chatham, east to Pearl.
Left rt.
2 1 Chatham
20 17 William
34 Rose
46 op. 45 Gold
54 Vandewater
62 op. 59 Jacob
78 77 Cliff
90 85 Pearl

Franklin from 66 Orange, west to Nth. River.
Left rt.
1 2 Orange
17 18 Centre
41 40 Elm
56 Cortlandt alley
67 60 Broadway
69 op. 70 Scott's al.
97 92 Church
127 124 W. Broadway
Ch. op. 132 Varick
163 168 Hudson

191 194 Greenwich
203 202 Washington West

Franklin Sq're, on Pearl, from 10 Cherry to 352 Pearl.

Front, fr. 51 Whitehall, east to Roosevelt—begins again at Montgomery & runs to East River.
Left rt.
2 1 Whitehall
6 5 More
22 21 Broad
40 39 Coenties slip
54 53 Cuyler's alley
76 75 Old slip
94 93 Gouv'neur lne
104 op. 101 Jones' lane
114 113 Wall
134 131 Pine
140 137 Depeyster
154 151 Maiden lane
160 Fletcher
180 175 Burling slip
200 199 Fulton
212 211 Beekman
236 235 Peck slip
254 259 Dover
290 283 Roosevelt
— 341 Walnut
East River

Fulton, fr. the East River, west to North River.
Left rt.
2 M. South
18 15 Front
30 — Water
38 41 Pearl
52 53 Cliff
68 Ryder's alley
76 79 Gold
100 101 William
110 Dutch
124 125 Nassau
158 157½ Broadway
188 op. 189 Church
224 225 Greenwich
238 239 Washington
264 Mkt West

Gansevoort, (formerly Great Kiln Road), fr. W. Thirteenth, west to Nth. River.
Left rt.
Thirteenth
22 21 Hudson
Greenwich
50 Washington
78 West

Gay, from 141 Waverley place north to Christopher.
Left rt.
2 1 Waverley pl
20 21 Christopher

Goerck, from 538 Grand, north to E.R.
Left rt.
1 2 Grand
19 18 Broome
47 46 Delancy
79 78 Rivington
117 Cm. Stanton
141 142 Houston
161 160 Third

Gold, fr. 87 Maiden lane north to Frankfort.
Left rt.
1 2 Maiden lane
15 16 Platt
27 24 John
35 36 op. Ryder's al.
51 52 Fulton
59 62 Ann
65 66 Beekman
75 Spruce
86 Ferry
103 102 Frankfort

Gouverneur, fr. 299 Division south to Water.
Left rt.
2 1 Division
6 5 E. Broadway
20 19 Henry
32 Ch. Madison
48 49 Monroe
64 65 Cherry
74 73 Water

Gouverneur lane, from South to Water.
Left rt.
1 2 South
13 & 16, 12 & 15 Front
2 1 Water

Gouverneur slip, fr. 613 Water south to East River.
Left rt.
1 Mkt. Front
11 12 Water

Gram'cy park, between E. 20th and 21st sts. and Avs. 3 and 4.

Grand, fr 80 Varick east to E. R.
Left rt.
2 1 Varick
20 17 Sullivan
36 33 Thompson
56 51 Laurens
72 69 Wooster
88 87 Green
104 103 Mercer
114 117 Broadway
124 125 Crosby
140 141 Elm
150 147 Centre
Mt. 155 Orange
160 Centre Mkt pl
172 173 Mulberry
188 187 Mott
204 203 Elizabeth
222 219 Bowery
236 237 Chrystie
259 251 Forsyth
268 271 Eldridge
284 287 Allen
300 299 Orchard
316 317 Ludlow
Mkt 331 Essex
346 347 Norfolk
362 363 Suffolk
378 379 Clinton
394 395 Attorney
Ch. 411 Ridge
429 Division
432 Pitt
450 — Willett
— — Scamma
— 441 East B'way

468 467 Sheriff
486 487 Columbia
492 491 Henry
504 501 Cannon
— 507 Walnut
520 op. 525 Lewis
528 op. 531 Madison
538 M. Goerck
M. Corlears
554 Mangin
564 op. 557 Monroe
570 Tompkins
576 567 East

Great Jones, fr. 680 Broadway, east to Bowery.
Left rt.
2 1 Broadway
26 — Lafayette place
56 57 Bowery

Gt. Kiln road, (see Gansevoort st.)

Green, fr. 76 Canal nth. to Eighth. (See also Little Green st.)
Left rt.
1 2 Canal
37 40 Grand
51 54 Broome
85 84 Spring
117 118 Prince
147 148 Houston
185 184 Bleecker
215 216 Amity
227 228 Fourth
243 244 Washington pl
251 250 Waverley pl
363 260 Clinton pl. 8th

Greenwich, fr'm 5 Battery place, nth. to Gansevoort.
Left rt.
2 1 Battery place
40 39 Morris
64 op. 59 Tin Pot al.
92 89 Rector
112 Carlisle
122 Albany
126 op. 131 Thames
134 139 Cedar
142 145 Liberty
158 159 Cortlandt
170 173 Dey

180 185 Fulton
194 199 Vesey
210 217 Barclay
228 235 Robinson
248 251 Murray
266 269 Warren
280 283 Chambers
294 297 Reade
306 317 Duane
318 331 Jay
334 347 Harrison
352 363 Franklin
354 377 North Moore
376 391 Beach
396 407 Hubert
410 423 Laight
426 437 Vestry
442 451 Desbrosses
466 465 Watts
478 475 Canal
514 509 Spring
536 op. 531 Vandam
554 555 Charlton
572 571 King
586 587 Hamersley
600 601 Clarkson
616 617 Leroy
634 633 Morton
654 649 Barrow
682 691 Christopher
700 699 Amos
716 717 Charles
734 735 Perry
750 751 Hammond
766 769 Bank
776 — Bethune
792 793 Troy
806 805 Jane
822 821 Horatio
836 835 Gansevoort

Greenwich Av. (late G'wich *Lane*, from 105 Av. 6th north to Av. 8th
Left rt.
1 M. Avenue 6
7 M. op. Christopher
19 18 Amos
35 — Charles
— 62 Perry
75 op. 74 Eleventh
77 Hammond
80 Avenue 7th
93 -- Bank
105 Troy
— 106 Twelfth
117 120 Jane
137 — Horatio
137 132 W. Thirteenth
146 Avenue 8th

Grove, fr. 490 Hudson east to Wav'ley place.
Left rt.
1 2 Hudson
17 18 Bedford
45 48 Bleecker
Sq. 80 } Fourth
98 } Waverley pl

Hague, fr 367 Pearl north to Cliff.
Left rt.
2 1 Pearl
10 11 Cliff

Hall Place, rear of Tompkins Market and runs north from Sixth to Seventh st., and is bet. Av. 2d & 3d.

Hamersley. fr'm 730 Houston west to N. River.
Left rt.
— 1 Houston
17 Bedford
14 Smith
62 61 Varick
90 91 Hudson
112 111 Greenwich
124 123 Washington
146 145 West

Hamersley pl., commences at 2 Hamersley street.

Hamilton, fr. 87 Catharine, east to Market.
Left rt.
1 2 Catharine
51 50 Market

Hammond, fr. 77 Gwh. Av. wst to N. R.
Left rt.
2 1 Greenwich Av

18 11 Factory
48 47 Fourth
80 79 Bleecker
94 87 Hudson
108 107 Greenwich
136 135 Washington
164 163 West

Hancock, frm 739 Houston, north to Bleecker.
Left rt.
2 1 Houston
26 25 Bleecker

Hanover, frm 121 Pearl north to Wall
Left rt.
1 Ex. Wall
– 6 Exch'ge place
5 8 Beaver
11 12 Pearl

Hanover Sq., on Pearl, near Old Slip.

Harrison, fr'm 81 Hudson, wst to N. R.
Left rt.
1 2 Hudson
5 Staple
23 26 Greenwich
31 38 Washington
53 64 West

Henry, fr. 16 Oliver, east to Grand.
Left rt.
1 2 Oliver
13 16 Catharine
Ch. 66 Market
84 op. Birm'ham
103 102 Pike
Ch. 146 Rutgers
177 174 Jefferson
207 206 Clinton
247 246 Montgomery
275 272 Gouverneur
285 284 Scammel
337 338 Walnut
325 Grand

Hester, fr 161 Clinton, west to Centre.
Left rt.
— 1 Clinton
2 — Division
12 13 Suffolk
30 31 Norfolk
48 49 Essex
64 63 Ludlow
78 77 Orchard
94 93 Allen
108 107 Eldridge
122 121½ Forsyth
134 137 Chrystie
148 147 Bowery
162 161 Elizabeth
174 175 Mott
190 191 Mulberry
206 205 Orange
216 217 Centre

Horatio, from 137 Greenwich Av. west to N. River.
Left rt.
1 — Greenwich Av.
18 — Avenue 8
28 29 Fourth
58 59 Hudson
74 75 Greenwich
98 101 Washington West

Hoboken, fr. 474 Wash. west to N. R.
Left rt.
M { 1 Wash. / 11 West

Houston, fr. East River, west to Hamersley.
Left rt.
East River
20 Mangin
38 43 Goerck
65 60 Lewis
80 Cannon
89 Manhattan
102 Columbia
111 Avenue D
124 M. Sheriff
150 Willet
174 Pitt
177 Avenue C
196 Ridge
216 Attorney
240 Clinton
239 Av. B
262 Suffolk
286 Norfolk
306 Essex
315 Av. A
336 Ludlow
358 Orchard
372 Allen
379 Av. 1st
392 Eldridge
Ch. Forsyth
439 Av. 2d
444 Chrystie
472 473 Bowery
488 491 Elizabeth
508 507 Mott
530 525 Mulberry
550 549 Crosby
570 569 Broadway
590 591 Mercer
610 613 Greene
634 635 Wooster
658 657 Laurens
680 681 Thompson
698 699 Sullivan
720 721 Macdougal
739 Hancock
730 Hamersley

Howard, fr'm 200 Centr. wst to Mercer.
Left rt.
1 2 Centre
9 10 Elm
27 op. 28 Crosby
43 42 Broadway
53 54 Mercer

Hubert, from 149 Hudson wst to N. R.
Left rt.
1 2 Hudson
9 6 Collister
17 16 Greenwich
33 30 Washington
49 50 West

Hudson, from 137 Chambers north to Fourteenth.
Left rt.
1 2 Chambers
13 14 Reade
29 28 Duane
55 op 50 Thomas
61 Jay
73 op. 72 Anthony
81 Harrison
95 op. 96 Leonard
101 100 Franklin
119 120 North Moore

133 128 Beach
149 Sq. Hubert
163 166 Laight
179 178 Vestry
195 Desbrosses
213 206 } Canal
219 216 } Watts
243 op. 248 Broome
275 op. 262 Dominick
301 298 Spring
321 322 Vandam
339 344 Charlton
371 364 King
385 384 Hamersley
403 402 Clarkson
421 Leroy
445 438 Morton
463 462 Barrow
481 488 Ch. op. Grove
499 500 Christopher
515 518 Amos
533 536 Charles
549 550 Perry
569 576 Hammond
583 586 Bank
609 Sq. Troy
— Sq. Jane
635 636 Horatio
649 650 Gansevoort
W. 13th
W. 14th

Irving Place, between Av. 3d and 4th.
Left. rt.
1 2 E. 14th
13 12 E. 15th
33 30 E. 16th
49 50 E. 17th
63 64 E. 18th
79 78 E. 19th
86 E. 20th
Gramercy P'k

Jacob, from 19 Ferry east to Frankfort.
Left. rt.
1 2 Ferry
25 22 Frankfort

Jackson Avenue, continuation of Wooster st. north from Waverley Pl. to Union Place.

Jackson Place, north from rear of 16 Downing.

James, from 167 Chatham south to Cherry.
Left. rt.
2 1 Chatham
38 37 } Madison
44 43 }
74 71 Oak
88 op 85 Batavia
104 103 Cherry

James Slip, from 78 Cherry south to East R.
Left. rt.
2 1 Cherry
10 9 Water
20 19 South

Jane,* from 117 Greenwich Av. west to N. R.
Left. rt.
1 2 Greenwich Av
57 62 Fourth
59 64 Avenue 8th
Sq. 80 Hudson
Greenwich
Washington
West
* Numbered very irregularly.

Jay, from 61 Hudson west to N. R.
Left. rt.
2 1 Hudson
6 7 Staple
20 21 Greenwich
26 25 Washington
34 Caroline
50 49 West

Jefferson, from 217 Division to E. River.
Left. rt.
1 2 Division
11 10 East B.way.
21 20 Henry
31 28 Madison
41 40 Monroe
57 56 Cherry
71 70 Water
85 84 South

Jersey, from 139 Crosby east to Mulberry.
Left. rt.
— 2 Crosby
15 14 Mulberry

John, from 192 Broadway east to Pearl.
Left. rt.
1 2 Broadway
31 30 Nassau
49 Dutch
69 70 William
87 88 Gold
101 Cliff
119 120 Pearl

Jones, from 150 Fourth west to Bleecker.
Left. rt.
2 1 Fourth
47 Bleecker

Jones's Court, r. 60 and 62 Wall

Jones' Lane, fr. 101 Front south to E. River.
Left. rt.
2 1 Front
8 9 South

King, from 57 Macdougal west to N. River.
Left. rt.
2 1 Macdougal
14 op. 13 Smith
66 57 Varick
96 93 Hudson
124 119 Greenwich
138 139 Washington
West

Knapp's Place, opens at 416 Tenth between Avs. C. and D.

Lafayette Pl., from 26 Gr't Jones N. to Eighth & bet. Broadway & Bow'y.
Left. rt.
1 2 Great Jones
Ch. 10 Fourth
Astor place
Eighth

Laight, from 125 Canal west to N. R.
Left. rt.
1 2 Canal
11 St John's lane
Sq. Ch. Varick
Sq. 46 Hudson
53 Collister
65 66 Greenwich
77 76 Washington
93 94 West

Laurens, fr'm 112 Canal n'th to Amity.
Left. rt.
1 2 Canal
29 28 Grand
57 54 Broome
89 90 Spring
125 124 Prince
165 164 Houston
195 196 Bleecker
— 222 Amity

Lenox Place, on Twenty-Second st., commencing at Av. 8 & ending at Av. 9.

Leonard, from 96 Hudson east to O'ge.
Left. rt.
1 2 Hudson
35 30 W. Broadway
69 70 Church
93 98 Broadway
109 Benson
121 118 Elm
143 142 Centre
165 170 Orange

Le Roy, from Bleecker w. to N. River.
Left. rt.
2 1 Bleecker
38 33 Bedford
98 99 Hudson
128 129 Greenwich
144 143 Washington
164 163 West

Le Roy Place, fr. 86 to 104 Bleecker.
Left. rt.
2 1 Mercer
16 15 Greene

Lewis, from 525 Grand north to Eighth
Left. rt.
1 2 Grand
19 20 Broome
49 48 Delancy
69 72 Rivington
97 98 Stanton
127 128 Houston
149 148 Third
169 170 Fourth
183 — Fifth
197 — Sixth
215 — Seventh
231 — Eighth

Lexington Av. north from Gramercy Park, bet. Av. 3d and 4th.
Left. rt.
E. 21st
8 9 E. 22nd
E. 23rd
28 29 E. 24th
48 49 E. 25th
68 67 E. 26th
88 87 E. 27th
105 E. 28th

Leyden Place, on the Bowery from Eleventh to 13th.

Liberty, from 76 Maiden Lane west to N. River.
Left. rt.
2 1 Maiden lane
12 13 William
40 51 Nassau
56 op. 57 Little Gre'n
78 75 Broadway
88 Temple
98 Trinity pl.
124 123 Greenwich
138 137 Washington
148 147 West

Lispenard, from 175 W. Broadway east to Broadway.
Left. rt.
1 2 W. Broadway
31 36 Church
69 72 Broadway

Little Green, fr. 57 Liberty north to Maiden lane.
Left. rt.
2 1 Liberty
12 11 Maiden lane

Little Water, from 53 Cross north to Anthony.
Left. rt.
1 Sq. Cross
6 Sq. Anthony

London Terrace, in W. 23rd bet. Av. 9 & 10.

Lorillard Pl., on Washington, f'm Charles to Perry.

Ludlow, from 294 Walker north to Houston.
Left. rt.
1 — Walker
2 — Division
31 30 Hester
59 60 Grand
81 80 Broome
105 104 Delancy
127 130 Rivington
159 160 Stanton
189 194 Houston

Ludlow Place, from 698 Houston, corner of Sullivan to 720 Houston corner of Macdougal.

Lumber, see Trinity place.

Macdougal, from 195 Spring, north to Waverley place.

Left. rt.
1 2 Spring
15 op. 14 Vandam
29 30 Charlton
— — Prince
57 54 King
73 72 Houston
109 110 Bleecker
129 130 Minetta L.
139 140 Amity
157 156 Fourth
158 W.P.C. Barrow
174 Waverley pl.

Madison, from 420 Pearl east to Grand.

Left. rt.
1 2 Pearl
3 op. 4 Chestnut
11 12 Roosevelt
37 34 James
45 48 Oliver
61 62 Catharine
111 112 Market
127 Birmingham
141 140 Pike
183 184 Rutgers
209 208 Jefferson
239 240 Clinton
263 264 Montgomery
277 278 Gouverneur
291 292 Scammel
343 344 Walnut
361 370 Grand

Madison Av., fr. 23rd st. bet. Avs. 4th and 5th.

Madison Court opens at 219 Madison st.

Maiden Lane, from 172 Broadway south-east to E. R.

Left. rt.
1 2 Broadway
19 op. 20 Little Green
29 28 Nassau
65 62 William
81 op. 76 Liberty
87 Gold
105 106 } Pearl
113 116 }
133 132 Water
147 146 Front
169 168 South

Mangin, from 554 Grand north to E.R.

Left. rt.
1 2 Grand
13 14 Broome
41 42 Delancy
75 76 Rivington
95 Stanton
115 Houston

Manhattan, from 89 Houston north-east to Third.

Left. rt.
1 2 Houston
13 12 Third

Manhattan Pl., from 10 Elm, west and south to Reade.

Left. rt.
2 1 Elm
22 23 Reade

Marion, from 406 Broome north.

Left. rt.
2 1 Broome
32 33 Spring
72 71 Prince
88 89

Market, from 83 Division south to South.

Left. rt.
2 1 Division
8 7 } E. Broadway
22 21 Henry
40 37 Madison
56 55 Monroe
57 Hamilton
80 79 Cherry
90 93 Water
104 103 South

Market Slip, fr. 71 Cherry to South.

Marketfield, fm 74 Broad west to Whitehall.

Left. rt.
2 1 Broad
32 33 Whitehall

Mechanic Alley, from 84 Monroe to Cherry, bet. Market and Pike.

Mechanic Pl., from the right of Av. A., bet. Second and Third sts.

Mercer, from 56 Canal north to 8th.

Left. rt.
1 2 Canal
5 op. 4 Howard
33 32 Grand
53 52 Broome
79 78 Spring
113 104 Prince
145 144 Houston
179 178 Bleecker
217 218 Amity
235 238 Fourth
249 248 Washingtn pl
259 260 Waverley pl.
282 Clinton pl. 8th

Merchant's Ct., rear 48½ Exch. pl.

Minetta, from 205 Bleecker, north to Minetta lane.

Left. rt.
1 2 Bleecker
19 18 Minetta lane

Minetta Lane, from 130 Macdougal west to Av. 6th.

Left. rt.
1 2 Macdougal
19 18 Minetta
27 28 Avenue 6th

Monroe, from 76 Catharine east to E. River.

Left. rt.
1 2 Catharine

47 Market
44 Hamilton
87 88 Pike
117 op. 114 Pelham
139 138 Rutgers
173 168 Jefferson
241 242 Clinton
309 310 Montgomery
331 332 Gouverneur
339 340 Scammel
395 394 Walnut
M. 430 Corlears
457 op. 450 Grand

Montgomery, fr. 277 Division south to E. River.
Left. rt.
1 2 Division
7 8 E. Broadway
15 16 Henry
31 32 Madison
51 52 Monroe
71 72 Cherry
81 82 Water
91 92 South

More, f'm 30 Pearl south to E. River.—(See also *North Moore.*)
Left. rt.
1 2 Pearl
11 12 Water
25 22 Front
37 36 South

Morris, from 25 Broadway west to N. River.
Left. rt.
1 2 Broadway
13 12 Greenwich
17 16 Washington
927 26 West

Morton, from 260 Bleecker west to N. River.
Left. rt.
2 1 Bleecker
28 31 Ch. Bedford
70 69 Hudson
90 89 Greenwich
98 97 Washington
114 115 West

Mott, fr. 178 Chatham n. to Bleecker.
Left. rt.
1 2 Chatham
21 Cross
35 op. 38 Pell
51 48 Bayard
81 80 Walker
113 110 Hester
141 142 Grand
169 168 Broome
191 192 Spring
217 218 Prince
261 260 Houston
279 284 Bleecker

Mulberry, fr. 148 Chatham, north to Bleecker.
Left. rt.
1 2 Chatham
28 29 Cross
73 70 Bayard
97 96 Walker
127 128 Hester
151 150 Grand
181 182 Broome
213 212 Spring
255 254 Prince
271 Jersey
283 282 Houston
313 306 Bleecker

Murray, from 247 Broadway west to N. River.
Left. rt.
2 1 Broadway
Col. 39 Church
" 59 W. Broadway
84 87 Greenwich
94 97 Washington
112 111 West

Nassau, from Wall north to Chatham.
Left. rt.
1 2 Wall
11 14 Pine
25 24 Cedar
39 42 Liberty
55 56 Maiden Lane
69 70 John
91 90 Fulton
103 104 Ann
137 134 Beekman
151 152 Spruce
166 Frankfort

New, from 7 Wall south to Beaver.
Left. rt.
2 1 Wall
28 27 Exchange pl.
60 79 Beaver

Ninth, from 125 Av. D. west to Av. 6th.
Avenue D
" C
" B
" A
" 1st
" 2nd
188 " 3d
Stuyvesant
191 196 Bowery
209 208 Broadway
249 248 University Pl.
Avenue 5th
335 336 " 6th

Norfolk, from 204 Division north to Houston.
Left. rt.
1 2 Division
13 14 Hester
43 38 Grand
59 58 Broome
81 82 Delancy
115 114 Rivington
135 134 Stanton
161 162 Houton

North Moore, fr. 147 W. Broadway, west to N. R. (see also *More.*)
Left. rt.
2 1 W. Broadway
14 15 Varick
44 47 Hudson
78 79 Greenwich
92 91 Washington
104 105 West

Nyack Place, rear 31 Bethune, 4 houses.

Oak, from 390 Pearl east to Catharine.
Left rt.
2 1 Pearl
6 Chestnut
16 17 Roosevelt
38 37 James
48 49 Oliver
58 59 Catharine

Old slip, from 106 Pearl, south to E. R.
Left rt.
4 7 Pearl
12 15 Water
26 27 Front
36 33 South

Oliver, from 187 Chatham, south to East River.
Left rt.
2 1 Chatham
16 Henry
44 33 Madison
58 55 Oak
84 83 Cherry
92 95 Water
104 103 South

Orange, from 116 Chatham, north to Grand.
Left rt.
2 1 Chatham
26 25 Cross
30 Anthony
46 Leonard
66 Franklin
72 op. 71 Bayard
82 White
102 101 Walker
130 131 Hester
160 157 Grand

Orchard, from 146 Division, north to Houston.
Left rt.
1 2 Division
9 8 Walker
39 40 Hester
65 64 Grand
81 80½ Broome
107 106 Delancy
135 130 Rivington
163 162 Stanton
195 194 Houston

Park Row, from 1 Ann, east to Spruce
Left rt.
Park. 1 Ann
34 Beekman
36 Spruce

Park place, from 237 Broadway, west to Church.
Left rt.
2 1 Broadway
28 27 Church

Pearl, from 14 State e. then nth to B.way
Left rt.
1 2 State
23 24 Whitehall
31 op. 30 More
53 50 Broad
66 Coenties Slip
107 William
106 Old Slip
121 — Hanover
141 Beaver
149 152 Wall
169 168 Pine
181 Cedar
197 194 Maiden Lane
209 op. 208 Fletcher
221 Platt
235 John
234 Burling Slip
265 266 Fulton
285 286 Beekman
309 Ferry
312 Peck Slip
339 op. 340 Dover
351 F. Sq. Frankfort
367 Hague
391 op. 390 Oak
399 404 Vandewater
421 Rose
420 Madison
447 448 William
465 464 Chatham
485 486 City Hall place
505 500 Cross
511 512 Centre
533 536 Elm
565 566 Broadway

Peck slip, fr. 312 Pearl east to South.
Left rt.
1 2 Pearl
19 14 Water
33 28 Front
45 44 South

Pelham, from 114 Monroe, s. to Cherry.
Left rt.
1 2 Monroe
21 22 Cherry

Pell, fr. 20 Bowery, west to Mott.
Left rt.
1 2 Bowery
15 Doyer
35 36 Mott

Perry, fr. 62 Greenwich Av. w to N. R.
Left rt.
2 1 Greenwich Av
22 17 Factory
50 45 Fourth
77 Bleecker
98 95 Hudson
110 105 Greenwich
134 131 Washington
160 159 West

Pike, from 139 Division, south to E.R.
Left rt.
1 2 Division
7 8 E. Broadway
21 24 Henry
37 40 Madison
57 56 Monroe
75 74 Cherry
85 82 Water
97 96 South

Pine, fr. 106 Broadway, east to East R.
Left rt.
2 1 Broadway
14 15 Nassau
46 45 William
78 79 Pearl
84 85 Water
90 91 Front
100 99 South

Pitt, from 432 Grand north to Houston.
Left rt.
1 2 Grand
17 18 Broome

Ch. 46 Delancy
81 76 Rivington
101 100 Stanton
127 128 Houston

Platt, fr. 221 Pearl west to William.
Left rt.
2 1 Pearl
20 23 Gold
40 39 William

Post's build's., Exchange place, cor Hanover.

Prince, from 232 Bowery, west to Macdougal.
Left rt.
2 1 Bowery
14 15 Elizabeth
30 35 Mott
46 Ch. Mulberry
60 Ch. Marion
70 67 Crosby
82 81 Broadway
92 91 Mercer
110 107 Greene
126 125 Wooster
142 145 Laurens
164 165 Thompson
188 185 Sullivan
200 205 Macdougal

Randal pl., in Ninth st., commencing at Broadway, & ending at University place.

Reade, fr. 23 Centre, west to N. R.
Left rt.
1 2 Centre
13 16 op. Elm
37 34 op. Manhat. pl
57 44 Broadway
83 84 Church
111 112 W. Broadway
129 120 Hudson
157 160 Greenwich
175 174 Washington
197 Sq. West

Rector, from 69 Broadway, west to N. River.
Left rt.
Ch. Broadway
3 2 Trinity pl.
13 12 Greenwich
23 22 Washington
29 30 West

Renwick, from 220 Canal, north to Spring.
Left rt.
1 2 Canal
45 46 Spring

Republican alley. (See Manhat. Place.)

Ridge, fr'm 238 Division, nth to Houston.
Left rt.
1 2 Division
7 8 Grand
27 24 Broome
43 44 Delancy
75 76½ Rivington
105 102½ Stanton
127 130 Houston

Rivington, from 215 Bowery, east to E. River.
Left rt.
2 1 Bowery
18 17 Chrystie
34 35 Forsyth
50 49 Eldridge
68 67 Allen
84 83 Orchard
98 97 Ludlow
114 115 Essex
130 127 Norfolk
146 145 Suffolk
162 163 Clinton
178 181 Attorney
196 195 Ridge
214 215 Pitt
234 231 Willett
250 251 Sheriff
266 267 Columbia
288 285 Cannon
306 307 Lewis
318 Rivington pl.
320 319 Goerck
336 335 Mangin
357 Tompkins
363 Tompkins Crt.
365 East

Rivington pl. between 316 and 318 Rivington st.

Robinson, from 4 College Pl. west to N. River.
Left rt.
38 College Place
48 51 Greenwich
60 61 Washington
70 75 West

Roosevelt, from 135 Chatham, south to E. River.
Left rt.
2 1 Chatham
40 37 Madison
66 67 Oak
82 Ch. Batavia
100 101 Cherry
114 117 Water
133 Front
126 143 South

Rose, frm 34 Frankfort, north-east to Pearl.
Left rt.
2 1 Frankfort
40 Duane
67 Pearl

Rutgers from 191 Division, south to E. River.
Left rt.
1 2 Division
3 4 E. Broadway
13 Ch. Henry
31 34 Madison
47 50 Monroe
57 56 Cherry
69 68 Water
81 82 South

Rutger's place, in Monroe st., fr. Jefferson to Clinton.
Left rt.
1 Jefferson
27 Clinton

Ryder's alley, from 68 Fulton to Gold.

Scammel, frm 440 Grand, south to Water.

Left rt.

1 Grand
2 E. Broadway
8 11 Henry
22 23 Madison
32 33 Monroe
50 51 Cherry
58 59 Water

Scott's alley, fr. 71 Franklin

Second, from 323 Bowery, east to East River.

Left rt.

2 1 Bowery
36 37 Av. 2d
84 89 Av. 1st
146 145 Av. A
204 203 Av. B
258 257 Av. C
297 Sheriff
314 M. Av. D
314 M. Houston

Seventh, from 407 Bowery, east to East River.

Left rt.

1 2 Bowery
Av. 3d
10 Hall pl
37 40 Av. 2d
75 72 Av. 1st
103 Sq. 108 Av. A
Sq. Av. B
Av. C
237 238 Av. D
255 254 Lewis

Sheriff, from 467 Grand, nth to Houston.

Left rt.

1 2 Grand
19 20 Broome
43 44 Delancy
71 70 Rivington
99 100 Stanton
127 126 Houston
131 M. Second

Sixth, fr. 397 Bowery east. to E. River

Left rt.

2 1 Bowery
4 3 Hall pl.
30 41 Av. 2d
62 59 Av. 1st
88 —Av. A
Av. B
Av. C
382 381 Av. D
394 397 Lewis

Smith, fr. 14 Hamersley south to King

Left rt.

2 1 Hamersley
8 9 King

Smith court, Smith st., bet. King and Hamersley.

South, fr 65 White hall E. to Gouv'neur slip.

Left rt.

1 Whitehall
7 More
14 Broad
23 Coenties Slip
28 Cuyler's alley
39 Old Slip
48 Gouv'neur lne
52 Jones' Lane
58 Wall
68 Pine
70 Depeyster
75 Maiden la
77 Fletcher
87 Burling Slip
93 Fulton
104 Beekman
118 Peck Slip
162 Dover
175 & 176 Roosevelt
188 James slip
194 Oliver
202 Catharine Slip
218 Market Slip
237 Pike
259 Rutgers
265 Jefferson
— Clinton
377 Montgomery
399 396 Gouv'neur slp

South William, from 7 William, wst to Broad

Left rt.

1 2 William
43 40 Broad

Spring, from 190 Bowery, west to N. River.

Left rt.

2 1 Bowery
12 11 Elizabeth
28 27 Mott
46 45 Mulberry
62 61 Marion
64 —Elm
78 77 Crosby
88 89 Broadway
104 101 Mercer
126 121 Greene
142 141 Wooster
162 157 Laurens
180 177 Thompson
200 197 Sullivan
218 op. 219 Macdougal
226 229 op. Clarke
256 259 Varick
292 291 Hudson
306 309 op. Renwick
318 317 Greenwich
334 333 M. Washn.
M. 353 West

Spruce, from 151 Nassau, south east to Gold.

Left rt.

1 2 Nassau
21 22 William
43 44 Gold

Stanton, from 247 Bowery, east to E. River.

Left rt.

2 1 Bowery
24 23 Chrystie
40 39 Forsyth
58 57 Eldridge
72 71 Allen

88 89 Orchard
102½ 101 Ludlow
120 119 Essex
138 135 Norfolk
150 147 Suffolk
168 169 Clinton
184 185 Attorney
200 201 Ridge
218 217 Pitt
234 235 Willett
254 253 Sheriff
268 269 Columbia
284 283 Cannon
298 301 Lewis
320 321 Goerck
340 } Cor. Mangin
{ Yd. Tompkins

Stanton place, opens at 4 Stanton st., and contains 6 houses.

Staple, from 169 Duane, north to Harrison.
Left rt.
2 Duane
Jay
8 Harrison

State, fr. 48 Whitehall, west, then nth to Broadway.
Left rt.
Battery 1 Whitehall
14 Pearl
15 Bridge
20 Bowling Green

St. Clement's pl., (on the *west side*, and a continuation of Macdougal st.) bet. Waverley pl and Eighth st. (6 houses.)

St. John's lane from 9 Beach, north to Laight.
Left rt.
1 Beach
9 York
15 Laight

St. Mark's pl, in Eighth st., bet. Av. 3d and Av. A.
Left rt.
1 2 Av. 3d
37 38 Av. 2d
86 87 Av. 1st
127 128 Av. A

Stone, fr. 17 Whitehall, east to William
Left rt.
1 2 Whitehall
25 22 Broad
65 66 William

St. Peter's pl., in Church (*west side*) fr. Vesey to Barclay

Stuyvesant, frm 25 Av. 3d, east to Av. 2d.
Left rt.
1 2 Av. 3d
15 14 Ninth
27 Tenth
Av. 2d

Stuyvesant pl., in Av. 2d., bet. Seventh and Tenth.

Suffolk, from 226 Division st., north to Houston.
Left rt.
1 5 Division
7 6 Hester
27 28 Grand
51 50 Broome
75 76 Delancy
86 Clinton Alley
107 106 Rivington
137 138 Stanton
167 166 Houston

Sullivan, frm 148 Canal, nth to Amity
Left rt.
2 1 Canal
20 21 op. Grand
34 41 Watts
54 53 Broome
90 91 Spring
126 129 Prince
164 161 Houston

204 203 Bleecker
230 239 Amity

Temple, fr. 88 Liberty, sth to Thames
Left rt.
1 Liberty
6 7 Cedar
9 Thames

Tenth, frm 142 Av. 6th east to Av. D.
Left rt.
1 2 Av. 6th
Ch. Av. 5th
95 96 University pl.
134 Broadway
151 152 Bowery
171 172 Av. 3d
Stuyvesant
211 206 Av. 2d
243 242 Av. 1st
291 290 Av. A
Av. B
397 396 Av. C
438 Av. D

Thames, from 111 Broadway, west to Greenwich.
Left rt.
2 1 Broadway
6 5 Temple
11 Trinity Pl
26 29 Greenwich

Theatre alley, from 15 Ann, north to Beekman.
Left rt.
2 1 Ann
20 19 Beekman

Third, fr. 341 Bowery, east to E. River
Left rt.
1 2 Bowery
41 40 Av. 2d
89 92 Av. 1st
" A
181 180 " B
253 252 " C
313 312 " D
328 Manhattan
343 344 Lewis
350 Goerck

Thomas, from 126 Church, west to Hudson.
Left rt.
1 2 Church
27 30 W. Broadway
60 Hudson

Thompson, from 130 Canal, north to Fourth.
Left rt.
1 2 Canal
19 20 Grand
47 50 Broome
83 84 Spring
115 124 Prince
157 158 Houston
203 204 Bleecker
233 232 Amity
245 244 Fourth

Thompson's court, from 363 Rivington.

Tin Pot Alley, from 59 Greenwich, to 91 Trinity pl.

Tompkins, from 570 Grand, east to E. River.
Left rt.
1 2 Grand
17 20 Broome
29 Delancy
55 54 Rivington

Tompkin's pl., in Tenth st., bet. Av. 1st and Av. A. com. at 203 and ending at 237.

Tontine buildings, Wall, corner Water.

Trinity place, (late Lumber st.) fr. 98 Liberty south to Tin Pot Alley.
Left rt.
1 Liberty
— 2 Cedar
12 Thames
48 Rector
67 Alley
91 90 Tin Pot Alley

Troy, fr. 107 Greenwich Av. w. to N.R.
Left rt.
2 1 Greenwich Av.
42 43 Fourth
66 59 Av. 8th
Hudson
Greenwich
122 127 Washington
160 161 West

Twelfth,* fr. 196 Greenwich Av. east to Av. D.
Left rt.
1 Greenwich Av
21 Av. 7th
81 78 Av. 6th
149 144 Av. 5th
183 182 University Pl.
219 220 Broadway
231 232 Bowery
265 260 Av. 3d
" 2d
" 1st
" A
" B
" C
Dry Dock st
Av. D

* The streets above 12th st. are divided into East and West, and will be found under E. and W. as "E. Thirteenth, &c."

Union court, r. University Pl., near 12th street.

Union place, in Av. 4th, and on Bloomingdale road.
Left rt.
1 2 E. Fourteenth
20 E. Fifteenth
31 34 E. Sixteenth
41 48 E. Seventeenth

University pl., fr. Washington Sq., nth to Fourteenth st.
Left rt.
2 1 Waverley Pl.
10 9 Clinton pl.
24 15 Ninth
Tenth
50 49 Eleventh
64 Twelfth
86 E. 13th
96 E. 14th

Vandam, from 15 Macdougal, west to Greenwich
Left rt.
2 1 Macdougal
44 47 Varick
76 81 Hudson
100 101 Greenwich

Vandewater, fr. 54 Frankfort east to Pearl.
Left rt.
1 2 Frankfort
45 46 Pearl

Varick, from 132 Franklin, north to Carmine.
Left rt.
1 2 Pearl
11 14 North Moore
23 24 Beach
Pk. 58 Laight
71 70 Canal
79 78 Grand
93 92 Watts
109 108 Broome
123 122 Dominick
135 134 Spring
153 154 Vandam
169 170 Charlton
187 188 King
205 208 Hamersley
211 Downing
225 Clarkson
230 Carmine

Varick place, in Sullivan, bet. Houston & Bleecker.
Left rt.
2 1 Houston
22 15 Bleecker

Vesey, from Astor House, west to Nth. River.
Left rt.
Ch. Ast. H. Broadway

29 30 Church
69 72 Greenwich
81 86 Washington
M. 110 West

Vestry, fr. 159 Canal, west to N. R.
Left rt.
Canal
1 2 Varick
27 26 Hudson
47 48 Greenwich
57 58 Washington
71 72 West

Walker, from 159 W. Broadway, east to Division.
Left rt.
2 1 W. Broadway
30 33 Church
70 69 Broadway
76 75 Cortlandt Al.
94 93 Elm
108 109 Centre
126 125 Orange
142 141 Mulberry
158 159 Mott
174 171 Elizabeth
188 187 Bowery
210 209 Chrystie
228 227 Forsyth
246 243 Eldridge
262 259 Allen
278 277 Orchard
203 Division
294 Ludlow

Wall, fr. 86 Broadway, east to E. R.
Left rt.
2 1 Broadway
7 New
20 Nassau
21 Broad
46 53 William
59 Hanover
76 75 Pearl
88 89 Water
104 103 Front
120 117 South

Walnut, from 388 Henry, south to E. R.
Left rt.
1 Henry

2 Grand
12 13 Madison
26 27 Monroe
44 45 Cherry
60 59 Water
76 77 Front
88 91 South

Warren, from 260 Broadway, west to N. River.
Left rt.
1 2 Broadway
35 32 Church
61 62 W. Broadway
91 98 Greenwich
109 106 Washington
127 128 West

Washington, fr. the Battery north to Gansevoort.
Left rt.
2 1 Battery pl
38 37 Morris
98 97 Rector
120 121 Carlisle
132 131 Albany
146 145 Cedar
154 153 Liberty
168 169 Cortlandt
180 179 Dey
192 191 Fulton
M. 295 Vesey
222 221 Barclay
240 239 Robinson
256 255 Murray
276 271 Warren
284 285 Chambers
298 297 Reade
Pk. 305 Duane
322 319 Jay
334 333 Harrison
348 347 Franklin
364 361 North Moore
378 377 Beach
396 395 Hubert
412 411 Laight
424 421 Vestry
440 441 Desbrosses
454 453 Watts
474 Hoboken
M. 477 Canal
494 497 Spring
532 533 Charlton
550 549 King

568 567 Hamersley
582 581 Clarkson
598 599 Leroy
614 615 Morton
634 633 Barrow
650 649 Christopher
660 665 o. s. P. Amos
682 683 Charles
694 an Alley
700 701 Perry
718 719 Hammond
732 731 Bank
752 751 Bethune
770 769 Troy
782 781 Jane
800 799 Horatio
813 Gansevoort

Wash'gton pl., from 713 Broadway west to Wooster.
Left rt.
2 1 Broadway
Mercer
18 17 Greene
Ch. Un. Wooster

Wash'gton pl., —*West*. See Barrow.

Wash'gton sq., in Waverley Place, fronting the Parade Ground.
Left rt.
1 University pl.
13 Av. 5th
29 Macdougal

Water, from 43 Whitehall, east to E. River.
Left rt.
2 1 Whitehall
6 5 Moore
24 19 Broad
42 41 Coenties Slip
50 49 Cuyler's Alley
72 75 Old Slip
96 93 Gouv'neur Ine
116 115 Wall
132 133 Pine
139 Depeyster
152 153 Maiden Lane
158 159 Fletcher
180 179 Burling Slip

204 203 Fulton
222 219 Beekman
258 251 Peck Slip
278 279 Dover
322 321 Roosevelt
362 363 James Slip
378 379 Oliver
396 391 Catharine Slip
432 431 Market
470 471 Pike
514 513 Rutgers
534 533 Jefferson
556 555 Clinton
596 595 Montgomery
618 op. 613 Gouv. Slip
630 M. Scammel
684 687 Walnut
736 Sh. Corlears
750 Yd. East

Watts, fr'm 34 Sullivan, west to North River.
Left rt.
1 2 Sullivan
29 30 Varick
59 64 Hudson
66 Canal
61 70 Greenwich
85 86 Washington
163 102 West

Waverley pl., fr 731 Broadway, west to Christopher.
Left rt.
2 1 Broadway
8 9 Mercer
22 23 Greene
32 Un. Wooster
Wash'n Un. Pl.
Square. Av. 5th
98 99 Macdougal
130 133 Av. 6th
144 141 Gay
156 151 Factory
168 Grove
Dispensary, Christoph

Weehawken, rear of Greenwich Market & bet. Christopher and Amos.
Left rt.
1 M. Amos
13 M. Christopher

Wesley place, in Mulberry, fr. Houston to Bleecker.

West, from the Battery nth to Av. 10th
Left rt.
1 Battery Place
23 Morris
56 Rector
80 Carlisle
86 Albany
93 Cedar
102 Liberty
115 Cortlandt
122 Dey
130 Fulton
138 Vesey
147 Barclay
159 Robinson
167 Murray
176 Warren
185 Chambers
188 Reade
190 Duane
198 Jay
206 Harrison
215 Franklin
224 North Moore
233 Beach
246 Hubert
254 Laight
264 Vestry
270 Desbrosses
281 Watts
293 Hoboken
M Canal
300 Spring
321 Charlton
331 King
342 Hamersley
352 Clarkson
362 Leroy
374 Morton
382 Barrow
387 Christopher
396 Amos
404 Charles
415 Perry
425 Hammond
444 Bank
470 Bethune
488 Troy
504 Jane
520 Horatio
434 Gansevoort
570 Av. 10th

West Br'dway, from 59 Murray, nth to Canal.
Left rt.
2 1 Murray
38 39 Warren
44 47 Chambers
55 Reade
70 Duane
82 85 Thomas
100 101 Anthony
116 111 Leonard
124 131 Franklin
142 143 White
144 147 North Moore
154 Beach
159 Walker
174 175 Lispenard
186 York
196 189 Canal

West Court, fr'm Twenty-second near Av. 6.

West Eight'th from Av. 5th, west to N. River.
Left rt.
2 1 Avenue 5th
64 63 " 6th
116 117 " 7th
186 191 " 8th
238 239 " 9th
296 297 " 10th
North River

West Four'th, from Av. 5th, west to N. River.
Left rt.
2 1 Av. 5th
70 71 " 6th
126 127 " 7th
172 173 " 8th
Hudson
227 Av. 9th
233 " 10th
North River

W. Fifteenth, fr Avenue 5th, west to N. River.
Left rt.
2 1 Av. 5th
" 6th

132 125 " 7th
184 183 " 8th

W. Nineteenth from Av. 5th, west to N. River.
Left rt.
2 1 Av. 5th
72 75 " 6th
124 123 " 7th
194 185 " 8th
248 " 9th
290 265 " 10th

W. Seventeenth from Av. 5th, west to N. River.
Left rt.
2 1 Av. 5th
68 67 " 6th
132 129 " 7th
198 199 " 8th
250 249 " 9th
296 301 " 10th

W. Sixteenth, from Av. 5th, west to N. River.
Left rt.
2 1 Av. 5th
— — " 6th
130 135 " 7th
184 183 " 8th
242 241 " 9th
292 295 " 10th

W. Thirteenth, from Av. 5th, west to N. River.
Left rt.
2 1 Av. 5th
74 73 " 6th
126 125 " 7th
170 183 G.wich Av.
185 Av. 8th

W. Twentieth, from Av. 5th, west to N. River.
Left rt.
2 1 Av. 5th
74 73 " 6th
120 121 " 7th
178 179 " 8th
230 223 " 9th
294 " 10th
302 N. River

West Twenty-first, from Av. 5th west to Nth River.
Left rt.
2 1 Av. 5th
76 75 " 6th
124 123 " 7th
190 189 " 8th
237 233 P.E. 9th
Sem. 10th

West Twenty-second, fr'm Av. 5th west to N. R.
Left rt.
2 1 Av. 5th
" 6th
" 7th
190 189 " 8th
250 243 " 9th

West Twenty-third, from Av. 5th, west to N. R.
Left rt.
2 1 Av. 5th

W. Wash'gton pl. (See Barrow.

White, fr 142 West Broadway, east to Orange.
Left rt.
2 1 W. Broadway
32 33 Church
66 63 Broadway
78 75 Cortlandt Al.
96 95 Elm
116 115 Centre
136 131 Orange

Whitehall, from 32 Mktfield, south to E. River.
Left rt.
1 2 Marketfield
17 Stone
23 20 Bridge
31 32 Pearl
43 Water
— 48 State
51 Bat- } Front
65 tery } South

Willett, from 450 Grand, nth to Houston.
Left rt.
1 2 Grand
17 18 Broome
41 42 Delancy
73 74 Rivington
105 102 Stanton
135 136 Houston

William, from 65 Stone, north-east to Pearl.
Left rt.
1 Stone
2 Pearl
7 S. William
11 6 & 16 Beaver
29 28 Ex. Place
45 Ex. Wall
53 54 Pine
63 62 Cedar
77 78 Liberty
83 82 Maiden Lane
92 Platt
107 106 John
141 140 Fulton
157 154 Ann
171 170 Beekman
183 180 Spruce
203 204 Frankfort
239 238 Duane
273 272 Pearl

Wooster, from 92 Canal, north to Waverley Place.
Left rt.
1 2 Canal
29 28 Grand
55 52 Broome
87 90 Spring
151 126 Prince
159 164 Houston
187 190 Bleecker
209 210 Lane called Amity Place
225 224 Amity
241 248 Fourth
Sq. Ch. Wash'gton Pl
Sq. Un. Waverley Pl

York, from 9 St John's Lane, east to W. Broadway.
Left rt.
1 2 St. John's lane
17 14 W. Broadway

LOCATION OF PIERS.

(*As Re-numbered by Order of the Common Council, July*, 1846.)

North River.

No. 1, foot Battery Place
" 2, 3, bet. Battery pl. & Morris
" 4, foot Morris
" 5, 6, 6½, bet. Morris & Rector
" 7, foot Rector
" 8, 8½, bet. Rector & Carlisle
" 9, foot Carlisle
" 10, " Albany
" 11, bet. Albany & Cedar
" 12, foot Cedar
" 13, " Liberty
" 14, bet. Liberty & Cortlandt
" 15, 16, foot Cortlandt
" 17, bet. Cortlandt & Dey
" 18, foot Dey
" 19, " Fulton
" 20, bet. Fulton & Vesey
" 21, foot Vesey
" 22, bet. Vesey & Barclay
" 23, 24, foot Barclay
" 25, " Robinson
" 26, " Murray
" 27, " Warren
" 28, " Chambers
" 29, " Duane
" 30, bet. Duane & Jay
" 31, foot Jay

No. 32, " Harrison
" 33, " Franklin
" 34, " North Moore
" 35, " Beach
" 36, " Hubert
" 37, " Vestry
" 37½, " Desbrosses
" 38, " Watts
" 39, 40 " Canal
" 41, foot Spring
" 42, bet. Spring & Charlton
" 43, foot Charlton
" 44, " King
" 45, " Hamersley
" 46, " Clarkson
" 47, " Morton
" 48, " Christopher
" 49, " Amos
" 50, " Charles
" 51, " Perry
" 52, " Hammond
" 53, Bank
" 54, " Troy
" 55, bet. Jane & Horatio
" 56, foot Gansevoort
" 57, bet. Gansevoort & Twelfth

East River.

No. 1, 2, foot Whitehall st.
" 3, " More
" 4, bet. More & Broad
" 5, " Broad & Coenties slip
" 6, 7, 8, Coenties slip
" 9, 10, b. Coenties & Old slips
" 11, 12, Old slip
" 13, bt. Old sl. & Gouv'neur's la
" 14, foot Jones' lane
" 15, 16, foot Wall
" 17, " Pine
" 18, " Maiden lane
" 19, " Fletcher
" 20, 21, " Burling slip
" 22, " Fulton
" 23, foot Beekman
" 24, bet. Beekman and Peck sl.
" 25, 26, foot Peck slip
" 27, " Dover
" 28, bet. Dover & Roosevelt
" 29, foot Roosevelt
" 30, bet. Roosevelt & James' s.

No. 31, 32, foot of James' slip
" 33, " Oliver
" 34, 35, " Catharine
" 36, 37, " Market
" 38, (Z. Ring's) bet. Market & Pike slip
" 39, 40, foot Pike street
" 41, (Sectional dock) bet. Pike & Rutgers
" 42, 43, foot Rutgers slip
" 44, " Jefferson street
" 45, " Clinton
" 46, b. Clinton & Montgomery
" 47, foot Montgomery
" 48, not built
" 49, foot Gouverneur's slip
" 50, not built
" 51, 52, foot Walnut
" 53, 54, " Grand
" 55, 56, " Broome
" 57, " Delancy
" 58, bet. Rivington & Stanton

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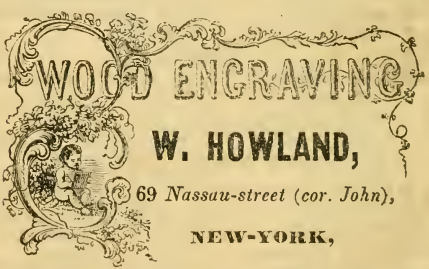

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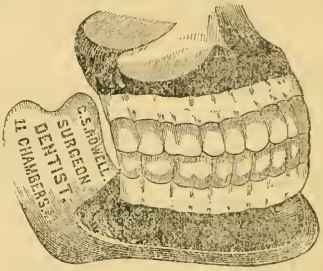

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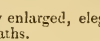

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STRONG SPRING,	GENTLE PRESSURE,
CONSEQUENT SEVERITY,	COMPLETE RETENTION,
HURTFUL PRESSURE,	ENTIRE EASE,
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4th. Our business is conducted on the Cash System; therefore the good cash customer has not to pay for the delinquency of the doubtful or non-paying.

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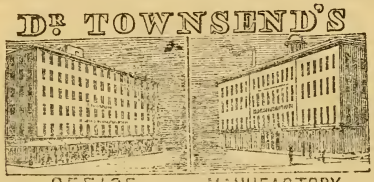

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Cleanse and strengthen. Consumption can be cured. Bronchitis, Consumption, Liver Complaint, Colds, Catarrh, Coughs, Asthma, Spitting of Blood, Soreness in the Chest, Hectic Flush, Night Sweats, Difficult or Profuse Expectoration, Pain in the Side, &c., have been and can be cured.

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New-York, April 27, 1847.

Dr. Townsend—I verily believe that your Sarsaparilla has been the means, through Providence, of saving my life. I have for several years had a bad cough. It became worse and worse. At last I raised large quantities of blood, had night sweats, and was greatly debilitated and reduced, and did not expect to live. I have only used your Sarsaparilla a short time, and there has a wonderful change been wrought in me. I am now able to walk all over the city. I raise no blood, and my cough has left me. You can well imagine that I am thankful for these results.

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Dr. Townsend—Dear Sir: I have suffered terribly for nine years with the Rheumatism; considerable of the time I could not eat, sleep, or walk. I had the most distressing pains, and my limbs were terribly swollen. I have used four bottles of your Sarsaparilla, and they have done me more than one thousand dollars worth of good. I am much better—indeed, I am entirely relieved. You are at liberty to use this for the benefit of the afflicted. Yours, respectfully,

JAMES CUMMINGS.

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This is to certify that we, the undersigned, Physicians of the City of Albany, have in numerous cases prescribed Dr. Townsend's Sarsaparilla, and believe it to be one of the most valuable preparations in the market.

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